

CELEBRATING OVER 150 YEARS



THE CITY RECORD

Official Journal of The City of New York

VOLUME CLIII NUMBER 146

FRIDAY, JULY 31, 2026

Price: \$4.00

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THE CITY RECORD

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Citywide Administrative Services

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Published Monday through Friday except legal
holidays by the New York City Department of
Citywide Administrative Services under Authority
of Section 1066 of the New York City Charter.

Subscription \$500 yearly.

Editorial Office/Subscription Changes:
The City Record, 1 Centre Street, Room 2170,
New York, NY 10007-1602, (212) 386-0055,
cityrecord@dcas.nyc.gov

Visit The City Record Online (CROL) at
www.nyc.gov/cityrecord for a searchable
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PUBLIC HEARINGS AND MEETINGS

See Also: Procurement; Agency Rules

CITY PLANNING COMMISSION

■ PUBLIC HEARINGS

The City Planning Commission will hold a public hearing accessible both in-person and remotely via the teleconferencing application Zoom, at 10:00 A.M. Eastern Daylight Time, on Wednesday, August 12, 2026, regarding the calendar items listed below. The public hearing will be held in person in the NYC City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, NY.

The meeting will be live streamed through Department of City Planning's (DCP's) website and accessible from the following webpage, which contains specific instructions on how to observe and participate, as well as materials relating to the meeting: <https://www.nyc.gov/content/planning/pages/calendar>

Members of the public attending remotely should observe the meeting through DCP's website. Testimony can be provided verbally by joining the meeting using either Zoom or by calling the following number and entering the information listed below:

877 853 5247 US Toll-free

888 788 0099 US Toll-free

253 215 8782 US Toll Number

213 338 8477 US Toll Number

Meeting ID: **618 237 7396**

[Press # to skip the Participation ID]

Password: 1

To provide verbal testimony via Zoom please follow the instructions available through the above webpage (link above).

Written comments will also be accepted until 11:59 P.M., one week before the date of the vote. Please use the CPC Comments form that is accessible through the above webpage.

Please inform the Department of City Planning if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. The submission of testimony, verbal or written, in a language other than English, will be accepted, and real time interpretation services will be provided based on available resources. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to [AccessibilityInfo@planning.nyc.gov] or made by calling 212-720-3366. Requests must be submitted at least five business days before the meeting.

BOROUGH OF BROOKLYN

No. 1

CON EDISON PERMANENT EASEMENT GATEWAY MICROTUNNEL

CD 2

C 260309 PPK

IN THE MATTER OF an application submitted by the New York City Department of Citywide Administrative Services pursuant to Section 197-c of the New York City Charter, for the disposition of City-owned property located at 209 York Street (Block 56, Lot 7) to facilitate construction of a microtunnel for electrical infrastructure, Borough of Brooklyn, Community District 2.

BOROUGH OF QUEENS
Nos. 2 and 3
108-05 68TH ROAD REZONING
No. 2

CD 6**C 260234 ZMQ**

IN THE MATTER OF an application submitted by All My Children Daycare and Nursery School pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 14a, changing from an R1-2A District to an R7A District property bounded by 68th Avenue, a line 100 feet northeasterly of 108th Street, 68th Road, and 108th Street, as shown on a diagram (for illustrative purposes only) May 11, 2026, and subject to the conditions of CEQR Declaration E-862.

No. 3**CD 6****N 260235 ZRQ**

IN THE MATTER OF an application by All My Children Daycare and Nursery School, pursuant to Section 201 of the New York City Charter, for an amendment of the Zoning Resolution of the City of New York, amending APPENDIX F (Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas) for the purpose of establishing a Mandatory Inclusionary Housing area.

Matter underlined is new, to be added;

Matter ~~struck out~~ is to be deleted;

Matter within # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution.

* * *

APPENDIX F

Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas

* * *

QUEENS

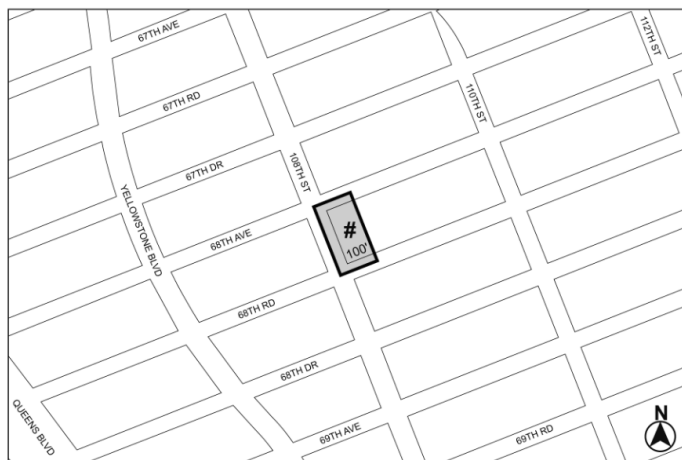
* * *

Queens Community District 6

* * *

Map 5 – [date of adoption]

[PROPOSED MAP]



■ Mandatory Inclusionary Housing area
 Area # – [date of adoption] MIH Option 1 and Option 2

Portion of Community District 6, Queens

* * *

Nos. 4 and 5**100-12 QUEENS BOULEVARD REZONING****CD 6****C 260184 ZMQ**

IN THE MATTER OF an application submitted by 100 Queens Blvd Co. LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 14a:

- eliminating from within an existing R4B District a C1-2 District bounded by a line 100 feet southwesterly of Queens Boulevard, a line 100 feet southeasterly of 67th Avenue, a line 150 feet southwesterly of Queens Boulevard, and 67th Avenue;
- eliminating from with an existing R7-1 District a C1-2 District

bounded by Queens Boulevard, 67th Road, a line 150 feet southwesterly of Queens Boulevard, a line 100 feet southeasterly of 67th Avenue, a line 100 feet southwesterly of Queens Boulevard, and 67th Avenue;

- changing from an R7-1 District to an R9X District property bounded by Queens Boulevard, 67th Road, a line 100 feet southwesterly of Queens Boulevard, and 67th Avenue;
- establishing within an existing R7-1 District a C2-4 District bounded by a line 100 feet southwesterly of Queens Boulevard, 67th Road, a line 150 feet southwesterly of Queens Boulevard, and a line 100 feet northwesterly of 67th Road; and
- establishing within the proposed R9X District a C2-4 District bounded by Queens Boulevard, 67th Road, a line 100 feet southwesterly of Queens Boulevard, and 67th Avenue;

as shown on a diagram (for illustrative purposes only) dated June 1, 2026, and subject to the conditions of CEQR Declaration E-899.

No. 5**CD 6****N 260185 ZRQ**

IN THE MATTER OF an application submitted by 100 Queens Blvd Co. LLC, pursuant to Section 201 of the New York City Charter, for an amendment of the Zoning Resolution of the City of New York, amending APPENDIX F (Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas) for the purpose of establishing a Mandatory Inclusionary Housing area.

Matter underlined is new, to be added;

Matter ~~struck out~~ is to be deleted;

Matter within # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution.

* * *

APPENDIX F

Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas

* * *

QUEENS

* * *

Queens Community District 6

* * *

Map 4 – [date of adoption]

[EXISTING MAP]



■ Mandatory Inclusionary Housing area
 Area 4 – 4/14/22 MIH Program Option 1
 Area 5 – 7/14/22 MIH Program Option 1
 Area 7 – 5/1/25 MIH Program Option 1 and Option 2

[PROPOSED MAP]



Mandatory Inclusionary Housing area
 Area 4 - 4/14/22 MIH Option 1
 Area 5 - 7/14/22 MIH Option 1
 Area 7 - 5/1/25 MIH Option 1 and Option 2
 Area # — [date of adoption] MIH Option 1 and Option 2

Portion of Community District 6, Queens

* * *

Jhaquana Blinker, Calendar Officer
 City Planning Commission
 120 Broadway, 31st Floor, New York, NY 10271
 Telephone (212) 720-3349

Accessibility questions: accessibilityinfo@planning.nyc.gov;
 (212) 720-3366, by: Wednesday, August 5, 2026, 5:00 P.M.



jy29-a12

HOUSING PRESERVATION AND DEVELOPMENT

PUBLIC HEARINGS

PLEASE TAKE NOTICE that a public hearing will be held on September 9, 2026 at 10:00 A.M., or as soon thereafter as the matter may be reached on the calendar, at which time those wishing to be heard will be given an opportunity to be heard concerning the proposed disposition of the real property identified below. The public hearing will be held via conference call. Call in #1-646-992-2010; Access Code 717 876 299

Pursuant to Section 695(2)(b) of the General Municipal Law and Section 1802(6)(j) of the Charter, the Department of Housing Preservation and Development ("HPD") of the City of New York ("City") has proposed the sale of the following City-owned property (collectively, "Disposition Area") in the Borough of The Bronx:

Address	Block/Lot(s)
501 West 174th Street	2131/50
511 West 171st Street	2128/55
522 West 174th Street	2130/39

Under HPD's Affordable Neighborhood Cooperative Program, occupied City-owned residential buildings are purchased by Restoring Communities Housing Development Fund Corporation ("Sponsor") and then rehabilitated by a private developer selected through a request for qualifications. Upon conveyance to the Sponsor, buildings will be managed by the private developers. Following completion of rehabilitation, Sponsor conveys the building to a cooperative housing development fund corporation ("Cooperative Corporation") formed by the building's tenants. The cooperative interests attributable to occupied apartments will be sold to the existing tenants for \$2,500 per apartment. The cooperative interests attributable to vacant apartments will be sold for a price affordable to families earning no more than 165% of the area median income.

Under the proposed project, the City will sell the Disposition Area to Sponsor for the nominal price of one dollar per building. When completed, the project will provide 50 affordable cooperative dwelling units.

At the time of sale, the Sponsor will be required to sign a rental regulatory agreement with HPD containing, among other things, restrictions on rents, incomes, and assets. When the Sponsor conveys the building to the Cooperative Corporation upon the completion of rehabilitation, the Cooperative Corporation will be required to sign a cooperative regulatory agreement with HPD containing, among other things, restrictions on sale prices, incomes, and assets as well as requirements for a flip tax and building reserve fund.

The appraisal and the proposed Land Disposition Agreement and Project Summary are available for public examination by emailing Margaret Carey at careym@hpd.nyc.gov on business days during business hours.

To make a request for accommodation, such as sign language interpretation services, please contact the Mayor's Office of Contract Services ("MOCS") via e-mail at disabilityaffairs@mocs.nyc.gov or via phone at (212) 298-0734. TDD users should call Verizon relay services. Any person requiring reasonable accommodation for the public hearing should contact MOCS at least three business days in advance of the hearing to ensure availability.

jy31

LANDMARKS PRESERVATION COMMISSION

PUBLIC HEARINGS

NOTICE IS HEREBY GIVEN that pursuant to the provisions of Title 25, Chapter 3 of the Administrative Code of the City of New York (Sections 25-303, 25-307, 25-308, 25-309, 25-313, 25-318, 25-320) on Tuesday, August 4, 2026 at 9:00 A.M., a public hearing will be held in the public hearing room at 253 Broadway, 2nd Floor, Borough of Manhattan, with respect to the following properties, and then followed by a public meeting. Participation by video conference may be available as well. Please check the hearing page on LPC's website (<https://www.nyc.gov/site/lpc/hearings/hearings.page>) for updated hearing information.

The final order and estimated times for each application will be posted on the Landmarks Preservation Commission website the Friday before the hearing. Please note that the order and estimated times are subject to change. An overflow room is located outside of the primary doors of the public hearing room. Any person requiring reasonable accommodation in order to participate in the hearing or attend the meeting should contact Elizabeth Le, Community and Intergovernmental Affairs Associate, at ele@lpc.nyc.gov or (212) 602-7254 no later than five (5) business days before the hearing or meeting. Members of the public not attending in person can observe the meeting on LPC's YouTube channel at www.youtube.com/nycplpc and may testify on particular matters by joining the meeting using either the Zoom app or by calling in from any phone. Specific instructions on how to observe and testify, including the meeting ID and password, and the call-in number, will be posted on the agency's website, on the Monday before the public hearing.

309 President Street - Carroll Gardens Historic District

LPC-26-09534 - Block 436 - Lot 66 - Zoning: R6B

CERTIFICATE OF APPROPRIATENESS

A rowhouse built in 1876. Application is to reconstruct and modify the rear façade, construct a rear yard addition and a shed.

271 Church Street - Tribeca East Historic District

LPC-26-11369 - Block 175 - Lot 7504 - Zoning: C6-2A

CERTIFICATE OF APPROPRIATENESS

An Art Deco-style office building designed by Cross & Cross and built in 1930-31. Application is to modify an opening and window assembly and install ground floor infill.

17 Harrison Street - Tribeca West Historic District

LPC-26-09347 - Block 180 - Lot 26 - Zoning: C6-2A, TMU

CERTIFICATE OF APPROPRIATENESS

A utilitarian store and loft building with Neo-Grec style elements, designed by Charles W. Hutch and built in 1869-70. Application is to construct a rooftop addition.

80 Horatio Street - Greenwich Village Historic District

LPC-26-11567 - Block 642 - Lot 49 - Zoning: R6

CERTIFICATE OF APPROPRIATENESS

A mixed-use residential/commercial building built in 1853 and altered in 1909. Application is to alter the front façade, reconstruct and modify the rear façade, construct a rooftop addition, and excavate the cellar.

257 Canal Street - SoHo-Cast Iron Historic District Extension

LPC-26-12659 - Block 209 - Lot 26 - Zoning: M1-5/R10; SNX

CERTIFICATE OF APPROPRIATENESS

An altered commercial building designed by Edward E. Bloodgood and built in 1925. Application is to demolish the building and construct a new building.

112-114 2nd Avenue and 50 East 7th Street - East Village/ Lower East Side Historic District

LPC-27-00094 - Block 448 - Lot 5, 9 - **Zoning:** R7A C2-5

CERTIFICATE OF APPROPRIATENESS

Site of a former Gothic Revival style church building destroyed by fire, and a Romanesque Revival style Church Sunday School building, both designed by Samuel Burrage Reed and built in 1891-1892. Application is to construct a new concrete platform and associated structural foundation work, regrade and install fencing, landscaping and related site improvements, and install a new entrance.

53 West 68th Street - Upper West Side/Central Park West Historic District

LPC-26-11935 - Block 1121 - Lot 110 - **Zoning:** R8B

CERTIFICATE OF APPROPRIATENESS

A Renaissance Revival style rowhouse designed by George F. Pelham and built in 1893. Application is to construct rooftop and rear yard additions and modify window openings.

673 Madison Avenue - Upper East Side Historic District

LPC-26-10605 - Block 1376 - Lot 21 - **Zoning:** C5-1; MP

CERTIFICATE OF APPROPRIATENESS

An Italianate style rowhouse designed by John G. Prague and built in 1871. Application is to install accent lighting fixtures.

318 Murray Avenue - Fort Totten Historic District

LPC-25-07989 - Block 5917 - Lot 1 - **Zoning:** R3-1, PARK, NA-4

BINDING REPORT

A Neo-Georgian style athletic facility designed by the Office of the Quartermaster General and built in 1926-27. Application is to replace roofing, windows and doors, and construct a barrier-free access ramp.

332 Theater Road - Fort Totten Historic District

LPC-25-07912 - Block 5917 - Lot 1 - **Zoning:** R3-1, PARK, NA-4

BINDING REPORT

A Colonial Revival style theater building designed by the Office of the Quartermaster General and built in 1938-39. Application is to replace roofing and windows, and construct a barrier-free access ramp.

48 Manor Court - Individual Landmark

LPC-25-12719 - Block 2286 - Lot 18 - **Zoning:** R1-2, NA-1

CERTIFICATE OF APPROPRIATENESS

A Usonian style house designed by Frank Lloyd Wright and built in 1959. Application is to construct an addition, repave the driveway, and legalize alterations to the driveway and replacement of window and door infill at the rear façade without Landmarks Preservation Commission permit(s).

fy22-a4

PROPERTY DISPOSITION

The City of New York in partnership with GovDeals.com posts online auctions. All auctions are open to the public.

Registration is free and new auctions are added weekly. To review auctions or register visit <https://www.govdeals.com>

CITYWIDE ADMINISTRATIVE SERVICES

■ SALE

The City of New York in partnership with GovDeals.com posts vehicle and heavy machinery auctions online every week at: <https://www.govdeals.com/en/nyc-dcas-fleet>.

All auctions are open to the public and registration is free.

For help with registration or for general questions, please contact the GovDeals customer support team at 844-704-0367 or osr@govdeals.com.

n14-my3

PROCUREMENT

"Compete To Win" More Contracts!

Thanks to a new City initiative - "Compete To Win" - the NYC Department of Small Business Services offers a new set of FREE services to help create more opportunities for minority and Women-Owned Businesses to compete, connect and grow their business with the City. With NYC Construction Loan, Technical Assistance, NYC Construction Mentorship, Bond Readiness, and NYC Teaming services, the City will be able to help even more small businesses than before.

● Win More Contracts, at nyc.gov/competetowin

"The City of New York is committed to achieving excellence in the design and construction of its capital program, and building on the tradition of innovation in architecture and engineering that has contributed, to the City's prestige as a global destination. The contracting opportunities for construction/construction services and construction-related services that appear in the individual agency listings below reflect that commitment to excellence."

HHS ACCELERATOR PREQUALIFICATION

To respond to human services Requests for Proposals (RFPs), in accordance with Section 3-16 of the Procurement Policy Board Rules of the City of New York ("PPB Rules"), vendors must first complete and submit an electronic HHS Accelerator Prequalification Application using the City's PASSPort system. The PASSPort system is a web-based system maintained by the City of New York for use by its Mayoral Agencies to manage procurement. Important business information collected in the Prequalification Application is required every three years. Documents related to annual corporate filings must be submitted on an annual basis to remain eligible to compete. Prequalification applications will be reviewed to validate compliance with corporate filings and organizational capacity. Approved organizations will be eligible to compete and would submit electronic proposals through the PASSPort system. The PASSPort Public Portal, which lists all RFPs, including HHS RFPs that require HHS Accelerator Prequalification, may be viewed, at https://passport.cityofnewyork.us/page.aspx/en/rfp/request_browse_public

All current and prospective vendors should frequently review information listed on roadmap to take full advantage of upcoming opportunities for funding. For additional information about HHS Accelerator Prequalification and PASSPort, including background materials, user guides and video tutorials, please visit <https://www.nyc.gov/site/mocs/hhsa/hhs-accelerator-guides.page>

ADMINISTRATION FOR CHILDREN'S SERVICES

INFORMATION TECHNOLOGY

■ AWARD

Services (other than human services)

MICROSOFT DYNAMICS DEVELOPER: PSR & CTDB - M/WBE
Noncompetitive Small Purchase - PIN# 06826W0067001 - AMT:
\$199,836.00 - TO: NYC IT Inc., 110 Avoca Avenue, Massapequa Park,
NY 11762.

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CONSUMER AND WORKER PROTECTION

FINANCE AND ADMINISTRATION

■ AWARD

Services (other than human services)

JANITORIAL /CLEANING SERVICES - Renewal - PIN# 86623M0001001R002 - AMT: \$77,000.00 - TO: New York State Industries for the Disabled Inc, 11 Columbia Circle Drive, Albany, NY 12203-5156.

Renewal for one year from 7/1/2026 to 6/30/2027 and to increase funding for prevailing wage rate increase.

• jy31

CORRECTION

■ AWARD

Goods

HEXAGON EXTREME SUPPORT, AS NEEDED - M/WBE Noncompetitive Small Purchase - PIN#07225W0036001 - AMT: \$323,842.00 - TO: 21Tech LLC, 9000 Crow Canyon Road, Suite S391, Danville, CA 94612-2514.

The maximum contract award amount will be \$1,500,000.00. Once the contract maximum value has been reached, the vendor shall cease work and/or delivery of goods under the resultant contract. DOC does not guarantee full expenditure of the maximum contract award amount and reserves the right to decrease or terminate the contract at any time.

• jy31

HOUSING AUTHORITY

CAPITAL PROJECTS

■ SOLICITATION

Construction / Construction Services

SMD A&CM RFQ #518124 - ELEVATOR REHABILITATION AT MARCY HOUSES - Competitive Sealed Bids - PIN#518124 - Due 8-27-26 at 11:00 A.M.

The Work under this Contract (RFQ No. 518124 – Elevator Package) consists of the rehabilitation, modernization, maintenance, and service of seventy (70) elevators across twenty-seven (27) residential buildings at Marcy Houses. The Contractor shall provide all labor, materials, equipment, supervision, and incidental services necessary to complete the Work in accordance with the Contract Documents.

The scope includes, but is not limited to, the removal and replacement of existing elevator systems and the furnishing and installation of new elevator equipment, including machines, controls, hoistway components, car enclosures, doors, communication systems, safety devices, and associated electrical components. The Work also includes testing, inspection, commissioning, training, and coordination with NYCHA and other trades, including a separate electrical contract.

The Work shall be performed in phased construction to maintain building operations, with coordination requirements intended to minimize service interruptions and impacts to residents. The Contractor shall comply with all scheduling, outage duration, and performance requirements established in the Contract Documents.

In addition to construction and modernization activities (Part A), the Contractor shall enter into a separate maintenance and service agreement (Part B) to provide ongoing elevator maintenance and support services following completion of modernization.

RFQ Solicitation Timetable

A non-mandatory virtual pre-bid conference will be held on 08/07/2026 at 11:00 A.M., via Microsoft Teams. Pre bid Teams Meeting information: (646) 838-1534 Conference ID: (297 493 083 452 593) Passcode: cH7Lj3LL. Although attendance is not mandatory; it is strongly recommended that all interested vendors attend.

<https://teams.microsoft.com/meet/297493083452593?p=ytjKCzhc7WZ3xjtJMX>

All questions related to this RFQ are to be submitted via email to the A&CM Procurement Unit at acm.procurement@nycha.nyc.gov with the RFQ number as the Subject line by no later than 08/13/2026 on 2:00 P.M.

Bidders will be permitted to ask additional questions at the Pre-bid Conference. Responses to all submitted questions will be available for public viewing in Sourcing under the RFQ.

Bid Submission Requirements

Vendors shall electronically upload a single .pdf containing ALL components of the bid into iSupplier by the RFQ Bid Submission Deadline. NYCHA will NOT accept hardcopy Bids or bids via e-mail, fax, or mail. Instructions for registering for iSupplier can be found at <http://www1.nyc.gov/site/nycha/business/isupplier-vendor-registration.page>.

After Bidder registers for iSupplier, it typically takes 24 to 72 hours for Bidder's iSupplier profile to be approved.

Pre-Bid Conference August 04, 2026 - 11:00 A.M.

Site Visits August 10, 2026 - 09:00 A.M.

RFQ Question Deadline August 13, 2026 - 02:00 P.M.

Question and Answer Release Date August 20, 2026

It is Vendors' sole responsibility to complete iSupplier registration and submit its Bid before the RFQ Bid Submission Deadline. NYCHA is not responsible for delays caused by technical difficulty or caused by any other occurrence. For assistance regarding iSupplier please email procurement@nycha.nyc.gov.

Use the following address unless otherwise specified in notice, to secure, examine or submit bid/proposal documents, vendor pre-qualification and other forms; specifications/blueprints; other information; and for opening and reading of bids at date and time specified above.

Housing Authority, 90 Church Street, New York, NY 10007. Shane Clark (212) 306-4558; shane.clark@nycha.nyc.gov

• jy31

PROCUREMENT

■ SOLICITATION

Construction / Construction Services

SMD SERVICES IDIQ CONTRACT FOR MAINTENANCE, SERVICE & REPAIR OF EMERGENCY BACKUP GENERATORS, CITYWIDE - Competitive Sealed Bids - PIN#525302 - Due 9-3-26 at 10:00 A.M.

Contract Term: 3 years from the award date on NYCHA's Purchase Order. NYCHA, in its sole discretion, shall have the option to extend the Term of this Contract for up to 2 one-year renewals.

This is a re-bid of RFQ 512437.

Scope of Work: The scope of work is for the repair and service of emergency back-up generators and may include quarterly and annual preventive maintenance. NYCHA currently operates ninety-three (93) generators across our portfolio and will add one hundred and eighty-nine (189) generators over the course of the next two to three years. Quarterly and annual preventive maintenance and repair work.

Labor Law 220i Public Work Registration Certificate/Certification: Pursuant to Article 8, Section 220-i of the New York State Labor Law. The Bidder and each subcontractor must be registered with the New York State Department of Labor. See <https://dol.ny.gov/contractor-and-subcontractor-landing>. For additional information refer to the "Important Bid Notice" document attachment included in this RFQ.

This Solicitation is not subject to PLA. This solicitation does not require PQL.

Section 3 Resident Economic Opportunity Plan: Section 3 Resident Economic Opportunity (REO) Plan must be submitted via eComply, <https://nycha.ecomply.us/>. Do not include Section 3 documentation within bid submission via iSupplier. For eComply log-in assistance contact eComply Tech support, support@ecomplysolutions.com. For Section 3 submission assistance contact NYCHA's SMP Vendor Support team at eComply.support@nycha.nyc.gov.

Pre-Bid Conference: A non-mandatory virtual Pre-Bid Meeting will be held on August 12, 2026, at 11:00 A.M., and will be conducted remotely via Microsoft Teams meeting. Although attendance is not mandatory, it is strongly recommended that all interested Bidders attend, and that Bidders thoroughly review bid documents in advance of the meeting.

To join us, please follow the instructions below:

• Option 1:

Click the following link or copy, and "paste and go" it into a new web browser:

<https://teams.microsoft.com/meet/27218285659940?p=Mr97wfg4Je6QAspRKP>

Meeting ID: 272 182 856 599 40 Passcode: mw6Gm2mu

• **Option 2:**

Dial in by phone

+1 646-838-1534,,705397271#

United States, New York City

Phone conference ID: 705397271

RFQ Question Submission Deadline: 8/19/2026

Questions regarding this RFQ should only be sent to the following email address: construction.procurement@nycha.nyc.gov.

Question & Answer Release Date: 8/28/2026

Only questions regarding this RFQ submitted to construction.procurement@nycha.nyc.gov (include RFQ number in subject field) prior to Question Deadline will be accepted.

In addition to the documents attached below, bidders are directed to review the Special Notices and Conditions, Instructions to Bidders, and General Conditions prior to submitting a bid. To access these documents, click on the "Contract Terms" tab above, and then "Preview Contract Terms," to download a PDF version.

Prior to submitting a bid, confirm the bid response includes all required forms and documentation and that all are properly completed, signed, and notarized, where applicable. It is the bidder's sole responsibility to complete and submit its bid via iSupplier to the corresponding RFQ prior the RFQ Bid Submission Deadline. NYCHA is not responsible for delays caused by technical difficulty or caused by any other occurrence.

Only electronic bids submitted online via iSupplier will be accepted. For assistance regarding iSupplier please email NYCHA Procurement at procurement@nycha.nyc.gov.

Please note that if NYCHA receives no responses to this RFQ, the bid submission deadline shall be automatically extended for seven (7) days. This does not limit NYCHA's right to extend the bid deadline for any other reason.

Current Prevailing Wage Links are posted on iSupplier under the Quick Links Section of Sourcing Supplier. The vendors are responsible for remaining informed of all updates to the Prevailing Wage Schedule.

Interested vendors are invited to obtain a copy of the opportunity at NYCHA's website by going to <http://www.nyc.gov/nycabusiness>. On the left side, click on "iSupplier Vendor Registration/Login" link. (1) If you have an iSupplier account, then click on the "Login for registered vendors" link and sign into your iSupplier account. (2) If you do not have an iSupplier account you can request an account by clicking on "New suppliers register in iSupplier" to apply for log-in credentials. Once you have accessed your iSupplier account, log into your account, then choose under the Oracle Financials home page, the menu option "Sourcing Supplier", then choose "Sourcing", then choose Sourcing Homepage"; and conduct a search in the "Search Open Negotiations" box for RFQ 525302.

Note: NYCHA only accepts electronic bids submitted online via iSupplier. Paper bids will not be accepted or considered. Please contact NYCHA Procurement at construction.procurement@nycha.nyc.gov for assistance.

Use the following address unless otherwise specified in notice, to secure, examine or submit bid/proposal documents, vendor pre-qualification and other forms; specifications/blueprints; other information; and for opening and reading of bids at date and time specified above.

Housing Authority, 90 Church Street, 6th Floor, New York, NY 10007.
Frank Giammarino (212) 306-4531; frank.giammarino@nycha.nyc.gov

☛ jy31

HUMAN RESOURCES ADMINISTRATION

■ AWARD

Human Services/Client Services

SINGLE ROOM OCCUPANCY HOUSING SERVICES, WARREN RESIDENCE - Required/Authorized Source - PIN# 06926R0001008 - AMT: \$1,172,655.00 - TO: Praxis Housing Initiatives, Inc., 130 West 29th Street, New York, NY 10001.

As part of the New York State Supportive Housing Program, HRA/Office of Supportive / Affordable Housing and Services (OSAHS)

intends to enter into 16 Required Source contracts with the following Providers (Sites) for Single Room Occupancy services for a 6-year contract term from 7/1/2026 to 6/30/2032.

Praxis Housing Initiatives, Inc. (Warren Residence) at 4339 West Plain Road, Bronx, NY 10466.

Notes: NYS OTDA - New York State Supportive Housing Program (NYSSHP) 50/50 split between NYC/NYS NYC initiatives result in higher overall share of contract to City. Individual Contract amounts reflect 6-year contract totals including NYC Initiatives. The OTDA letter reflects annual contract amounts excluding City Initiatives and 25% General Allowance.

☛ jy31

SINGLE ROOM OCCUPANCY HOUSING SERVICES,

ABRAHAM PLAZA - Required/Authorized Source -

PIN# 06926R0001015 - AMT: \$1,557,079.00 - TO: Vocational Instruction Project Community Services, 770 E. 176th Street, Bronx, NY 10460.

As part of the New York State Supportive Housing Program, HRA/Office of Supportive/Affordable Housing and Services (OSAHS) intends to enter into Required Source contract with the following Provider for Single Room Occupancy services for a 6-year contract term from 7/1/2026 to 6/30/2032.

Vocational Instructional Project (Abraham Plaza) at 1870 Crotona Avenue, Bronx, NY 10457, 53 units.

Notes: NYS OTDA - New York State Supportive Housing Program (NYSSHP) 50/50 split between NYC/NYS NYC initiatives result in higher overall share of contract to City. Individual Contract amounts reflect 6-year contract totals including NYC Initiatives. The OTDA letter reflects annual contract amounts excluding City Initiatives and 25% General Allowance.

☛ jy31

OFFICE OF THE MAYOR

■ AWARD

Services (other than human services)

CASUALTY/PROPERTY/BROKERAGE SERVICES RENEWAL #2

- Renewal - PIN# 00225N8001KXLR002 - AMT: \$197,000.00 - TO: Marsh USA LLC, 1166 Avenue of the Americas New York, NY 10036.

☛ jy31

PARKS AND RECREATION

CAPITAL PROGRAM MANAGEMENT

■ AWARD

Construction/Construction Services

Q099-424M: AL OERTER RECREATION CENTER GYM FLOOR

RECONSTRUCTION, QUEENS - M/WBE Noncompetitive Small Purchase - PIN# 84626W0040001 - AMT: \$579,732.00 - TO: United Industries & Construction Corp, 2590 East 21st Street, Brooklyn, NY 11235.

☛ jy31

REVENUE AND CONCESSIONS

■ SOLICITATION

Services (other than human services)

RFP FOR THE OPERATION AND MAINTENANCE OF A FERRY SERVICE AT RANDALL'S ISLAND PARK, MANHATTAN

- Competitive Sealed Proposals - Judgment required in evaluating proposals - PIN# M104-B-M-2023 - Due 9-4-26 at 3:00 P.M.

In accordance with Section 1-13 of the Concession Rules of the City of New York, the New York City Department of Parks and Recreation ("Parks") is issuing, as of the date of this notice, a non-significant Request for Proposals ("RFP") for the Operation and Maintenance of a Ferry Service, Randall's Island Park, Manhattan.

There will be a recommended remote proposer meeting on Thursday, August 6, 2026 12:00 P.M. If you are considering responding to this RFP, please make every effort to attend this recommended remote proposer meeting.

Microsoft Teams meeting | Join on your computer, mobile app or room device:

<https://teams.microsoft.com/meet/211699762586367?p=ffCvMZHC00HMXEYGZy>

Meeting ID: 211 699 762 586 367

Passcode: nk7JA6DU

Or call in (audio only)

+1 646-893-7101,,105270512# United States, New York City

Phone Conference ID: 105 270 512#

Subject to availability and by appointment only, we may set up a meeting at the proposed concession site, (Block #1819 & Lot #203) ("Licensed Premises"), at Randall's Island Park, Manhattan.

All proposals submitted in response to this RFP must be submitted no later than Friday, September 4, 2026 at 3:00 P.M.

Hard copies of the RFP can be obtained at no cost, commencing Friday, July 31, 2026 through Friday, September 4, 2026 by contacting Andrew Coppola, Deputy Director of Concessions at (212) 360-3454 or at Andrew.Coppola@parks.nyc.gov.

The RFP is also available for download, Friday, July 31, 2026 through Friday, September 4, 2026, on Parks' website. To download the RFP, visit <http://www.nyc.gov/parks/businessopportunities> and click on the "Concessions Opportunities at Parks" link. Once you have logged in, click on the "download" link that appears adjacent to the RFP's description.

For more information or if you cannot attend the remote proposer meeting, prospective proposers may contact Andrew Coppola, Deputy Director of Concessions at (212) 360-3454 or at Andrew.Coppola@parks.nyc.gov.

Deaf, hard-of-hearing, deaf-blind, speech-disabled, or late-deafened people who use text telephones (TTYs) or voice carry-over (VCO) phones can dial 711 to reach a free relay service, where specially trained operators will relay a conversation between a TTY/VCO user and a standard telephone user.

Alternatively, a message can be left on the Telecommunications Device for the Deaf (TDD).

The TDD number is (212) New York (212-639-9675).

Use the following address unless otherwise specified in notice, to secure, examine or submit bid/proposal documents, vendor pre-qualification and other forms; specifications/blueprints; other information; and for opening and reading of bids at date and time specified above.
Parks and Recreation, The Arsenal, 830 Fifth Avenue, Room 407, New York, NY 10065. Andrew Coppola (212) 360-3454; andrew.coppola@parks.nyc.gov

Accessibility questions: (212) 639-9675, by: Friday, September 4, 2026, 3:00 P.M.



☛ jy31

PROBATION

ADULT OPERATIONS

■ AWARD

Human Services/Client Services

ARCHES PROGRAM, SOUTH BRONX - Renewal - PIN# 78123P0001006R001 - AMT: \$262,500.00 - TO: Health People Inc., 552 Southern Blvd., Bronx, NY 10455.

Targets high-crime neighborhoods.

☛ jy31

TRANSPORTATION

FACILITIES MANAGEMENT

■ AWARD

Construction Related Services

ON-CALL WASTEWATER LINE MAINTENANCE - M/WBE Noncompetitive Small Purchase - PIN# 84126W0076001 - AMT: \$1,500,000.00 - TO: Isis 2 Consulting Ltd, 25-18 50th Street, #2D, Woodside, NY 11377.

☛ jy31

TRUST FOR GOVERNORS ISLAND

■ SOLICITATION

Services (other than human services)

GENERAL CONSTRUCTION SERVICES FOR THE STABILIZATION OF BUILDING 324 - Request for Proposals - PIN# D&C-Building324Stabilization-2026 - Due 8-28-26 at 5:00 P.M.

Governors Island Corporation d/b/a The Trust for Governors Island ("the Trust") is pleased to issue this Request for Proposals ("RFP") to provide general construction services for the stabilization of Building 324 as described in the design documents prepared by the architect of record, Marble Fairbanks Architects. The Trust requests proposals that cover the full scope of services as outlined in Exhibit F – Design Documents, and Exhibit D – Contract Template including, but not limited to, hazardous material abatement, selective demolition, masonry replacement and restoration, structural repairs and site work.

Use the following address unless otherwise specified in notice, to secure, examine or submit bid/proposal documents, vendor pre-qualification and other forms; specifications/blueprints; other information; and for opening and reading of bids at date and time specified above.
Trust for Governors Island, 10 South Street Slip 7, New York, NY 10004. Procurement Manager (212) 440-2200; gbids@govisland.org

☛ jy31

YOUTH AND COMMUNITY DEVELOPMENT

AGENCY CHIEF CONTRACTING OFFICE

■ AWARD

Human Services/Client Services

SUMMER YOUTH EMPLOYMENT PROGRAM (SYEP) NAQ - Negotiated Acquisition - Other - PIN# 26026N0011005 - AMT: \$2,690,845.00 - TO: Italian American Civil Rights League Canarsie Inc., 1460 Pennsylvania Avenue, Brooklyn, NY 11239.

Summer Youth Employment Program (SYEP) providers through a variety of program models, serves youth ages 14-24 throughout New York City by providing opportunities to become familiar with the world of work, gain employment experience, and identify educational pathways that support career and life goals. This program is integral to the City's workforce development strategy and provides a critical intervention point for underserved youth population.

☛ jy31

SUMMER YOUTH EMPLOYMENT PROGRAM (SYEP) NAQ

- Negotiated Acquisition/Pre-Qualified List - Other - PIN# 26026N0011100 - AMT: \$2,850,991.00 - TO: Italian American Civil Rights League Canarsie Inc., 1460 Pennsylvania Avenue, Brooklyn, NY 11239.

Summer Youth Employment Program (SYEP) providers through a variety of program models, serves youth ages 14-24 throughout New York City by providing opportunities to become familiar with the world of work, gain employment experience, and identify educational pathways that support career and life goals. This program is integral to the City's workforce development strategy and provides a critical intervention point for underserved youth population.

☛ jy31

WORKFORCE**■ AWARD***Human Services/Client Services*

SYEP CONTINUATION PLAN CONTRACT - Negotiated Acquisition - Other - PIN#26026N0011082 - AMT: \$1,880,625.00 - TO: Queens Community House Inc., 108-69 62nd Drive, Forest Hills, NY 11375.

Summer Youth Employment Program (SYEP) providers through a variety of program models, serves youth ages 14-24 throughout New York City by providing opportunities to become familiar with the world of work, gain employment experience, and identify educational pathways that support career and life goals. This program is integral to the City's workforce development strategy and provides a critical intervention point for underserved youth population.

☛ jy31

SUMMER YOUTH EMPLOYMENT PROGRAM NAQ - Negotiated Acquisition - Other - PIN#26026N0011091 - AMT: \$1,981,503.00 - TO: Queens Community House Inc, 108-69 62nd Drive, Forest Hills, NY 11375.

Summer Youth Employment Program (SYEP) providers through a variety of program models, serves youth ages 14-24 throughout New York City by providing opportunities to become familiar with the world of work, gain employment experience, and identify educational pathways that support career and life goals. This program is integral to the City's workforce development strategy and provides a critical intervention point for underserved youth population.

☛ jy31

YOUTH SERVICES**■ AWARD***Human Services/Client Services*

COMPASS CENTER BASED - QUEENS 04 MIDDLE SCHOOL - Competitive Sealed Proposals/Pre-Qualified List - Other - PIN#26026P0004075 - AMT: \$1,083,330.00 - TO: Sunnyside Community Services Inc., 43-31 39th Street, Sunnyside, NY 11104.

COMPASS and SONYC is one of DYCD's largest programs, with over 820 programs collectively throughout the five boroughs. Families rely on these programs to provide elementary and middle school students, during after school hours, summer and on holidays, programing which includes educational support, recreation, enrichment, and cultural activities to support and strengthen the overall development of our youth. Programs are offered at no cost to youth and are purposefully located in public and private schools, community centers, religious institutions, public housing and parks recreational facilities throughout the City to help families find a place that best fits their youth's needs.

DYCD has determined that Competitive Sealed Bidding is neither practicable nor advantageous to the City because this procurement necessitates the exercise of judgment in evaluating competing proposals and requires a balancing of price, quality, and programmatic factors to achieve the best outcomes. DYCD is seeking pre-qualified Health and Human Services (HHS) providers to operate COMPASS programs. These programs are located in New York City Public School (NYCPS) sites and charter schools housed within NYCPS buildings and serve elementary and middle school students across all five boroughs. COMPASS programs are a critical part of the City's effort to support working families by providing free, high-quality afterschool and summer childcare services. They offer a wide range of enrichment activities that help students in Kindergarten through Grade 8 develop academically, socially, and emotionally, both in and out of the classroom. Given the complex nature of this work—requiring cultural competency, deep community engagement, and tailored programming to meet the diverse needs of NYC youth a proposal-based evaluation is essential. This approach allows DYCD to select providers not only based on cost, but also on their demonstrated experience, organizational capacity, staffing approach, and commitment to equitable service delivery. Therefore, the use of an RFP, rather than Competitive Sealed Bidding, is the most appropriate method to ensure the highest quality of services are delivered in alignment with the City's goals for youth development and family support.

☛ jy31

PUBLIC COMMENT ON CONTRACT AWARDS

CORRECTION**■ NOTICE**

This is a notice that the New York City Department of Correction is seeking comments from the public about the proposed contract below.

Contract Type: Contract

Contractor: Smiths Detection Inc.

Contractor Address: 2202 Lakeside Blvd., Edgewood, MD 21040

Scope of Services: Online Radiation Safety Training for The Department of Correction, Training & Development Division.

Maximum Value: \$277,594.03

Term: 7/1/2026 - 6/30/2028

E-PIN: 07227U0004001

Procurement Method: Subscription

Procurement Policy Board Rule: Section 1-02F

How can I comment on this proposed contract award?

Please submit your comment to diana.davydova@doc.nyc.gov. Be sure to include the E-PIN above in your message.

Comments must be submitted before 11:00 A.M. on Friday, August 7, 2026.

☛ jy31

HOMELESS SERVICES**■ NOTICE**

This is a notice that NYC Department of Homeless Services/DHS is seeking comments from the public about the proposed contract listed below

Contract Type: General Contract (CT1)

Contractor: Neighbors 4 Neighbors Incorporated

Contractor Address: 76 Church Street, Tarrytown, NY 10591

Scope of Services: Warming Center Services, New York, NY

Maximum Value: \$374,996.25

Term: 07/01/2026 - 6/30/2029

Renewal Clause: 07/01/2029 - 06/30/2032

E-PIN: 07123P0009003

Procurement Method: Competitive Sealed Proposal

Procurement Policy Board Rule: Section 3-03

How can I comment on this proposed contract award?

Please submit your comment to PublicComments@dss.nyc.gov. Be sure to include the E-PIN above in your message.

Comments must be submitted before 10:00 A.M. on Thursday, August 6, 2026.

☛ jy31

HOUSING PRESERVATION AND DEVELOPMENT**■ NOTICE**

This is a notice that the New York City Department of Housing Preservation and Development (HPD) is seeking comments from the public about the proposed contract below.

Contract Type: Contract

Contractor: Brooklyn Legal Services Inc

Contractor Address: 105 Court Street, Brooklyn, NY 11201-5645

Scope of Services: Homeowner Stabilization Program

Maximum Value: \$300,000.00

Term: 7/1/2023 through 6/30/2026

E-PIN: 80624L0115001

Procurement Method: Line-item Appropriation

Procurement Policy Board Rule: Section 1-02 (e)

How can I comment on this proposed contract award?

Please submit your comment using HPD's Public Comment Submission Form- https://forms.office.com/Pages/ResponsePage.aspx?id=x2_1MoFfIk6pWxXaZIE771CRnVLcmLxluGIKKghtznRUMEkxWkRYTTVKTUk1TlI0REpYRFFOQThMRC4u. Be sure to include the E-PIN above in your message.

Comments must be submitted before 5:00 P.M. on Friday, August 7, 2026.

☛ jy31

HUMAN RESOURCES ADMINISTRATION**■ NOTICE**

This is a notice that the NYC Department of Social Services is seeking comments from the public about the proposed contract below.

Contract Type: General Contract (CT1)

Contractor: Practising Law Institute

Contractor Address: 1177 Avenue of Americas, New York, NY 10036

Scope of Services: Off the Shelf Continuing Legal Education Training

Maximum Value: \$141,371.00

Term: 7/1/26 through 06/30/2029

E-PIN: 06926U0004001

Procurement Method: Subscription

Procurement Policy Board Rule: Section 1-02 (f)(5)

How can I comment on this proposed contract award?

Please submit your comment to tsangtho@dss.nyc.gov. Be sure to include the E-PIN above in your message.

Comments must be submitted before 2:00 P.M. on Friday, August 7, 2026.

☛ jy31

This is a notice that NYC Department of Social Services/HRA is seeking comments from the public about the proposed contract listed below.

Contract Type: General Contract – (CT1)

Contractor: Neighborhood Association for Inter-Cultural Affairs, Inc.

Contractor Address: 1075 Grand Concourse, Suite 1B, Bronx, NY 10452

Scope of Services: Sponsorship of Brownsville Multi-Service Center

Service Area: Brooklyn - CD 16

Maximum Value: \$1.00

Term: 08/01/2026 – 07/31/2029

Renewal Clause: One three (3) year renewal option

E-PIN: 06925P0014002

Procurement Method: Competitive Sealed Proposal

Procurement Policy Board Rule: Section 3-03

How can I comment on this proposed contract award?

Please submit your comment to PublicComments@dss.nyc.gov. Be sure to include the E-PIN above in your message.

Comments must be submitted before 10:00 A.M. on Thursday, August 6, 2026.

☛ jy31

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 jy31
CITYWIDE ADMINISTRATIVE SERVICES

■ NOTICE

**OFFICIAL FUEL PRICE (\$) SCHEDULE NO. 9840
FUEL OIL AND KEROSENE**

CONTR. NO.	ITEM NO.	FUEL/OIL TYPE		DELIVERY	VENDOR	CHANGE (\$)	PRICE (\$) EFF. 7/27/2026
4287148	1	#2DULS		CITYWIDE BY TW	GLOBAL MONTELLO	0.1957 GAL.	4.4140 GAL.
4287148	2	#2DULS		RACK PICK-UP	GLOBAL MONTELLO	0.1957 GAL.	4.2970 GAL.
4287148	3	#2DULS	Winterized	CITYWIDE BY TW	GLOBAL MONTELLO	0.1957 GAL.	4.4522 GAL.
4287148	4	#2DULS	Winterized	RACK PICK-UP	GLOBAL MONTELLO	0.1957 GAL.	4.3352 GAL.
4287149	5	#2DULS		CITYWIDE BY TW	SPRAGUE	0.1957 GAL.	4.6986 GAL.
4287149	6	#2DULS	Winterized	CITYWIDE BY TW	SPRAGUE	0.1957 GAL.	4.9116 GAL.
4287149	7	B100		CITYWIDE BY TW	SPRAGUE	0.1502 GAL.	6.7066 GAL.
4287149	8	#2DULS		RACK PICK-UP	SPRAGUE	0.1957 GAL.	4.5486 GAL.
4287149	9	#2DULS	Winterized	RACK PICK-UP	SPRAGUE	0.1957 GAL.	4.7616 GAL.
4287149	10	B100		RACK PICK-UP	SPRAGUE	0.1502 GAL.	6.5566 GAL.
4287149	11	#1DULS		CITYWIDE BY TW	SPRAGUE	0.2070 GAL.	4.6564 GAL.
4287149	12	B100		CITYWIDE BY TW	SPRAGUE	0.1502 GAL.	6.7306 GAL.
4287149	13	#1DULS		RACK PICK-UP	SPRAGUE	0.2070 GAL.	4.5064 GAL.
4287149	14	B100		RACK PICK-UP	SPRAGUE	0.1502 GAL.	6.5806 GAL.
4287149	15	#2DULS		BARGE DELIVERY	SPRAGUE	0.1957 GAL.	4.4480 GAL.
4287149	16	#2DULS	Winterized	BARGE DELIVERY	SPRAGUE	0.1957 GAL.	4.5140 GAL.
4287149	17	#2DULSB50		CITYWIDE BY TW	SPRAGUE	0.1957 GAL.	5.3228 GAL.
4287149	18	#2DULSB50		CITYWIDE BY TW	SPRAGUE	0.1502 GAL.	6.3208 GAL.
4287149	19	#2DULSB50		RACK PICK-UP	SPRAGUE	0.1957 GAL.	5.1728 GAL.
4287149	20	#2DULSB50		RACK PICK-UP	SPRAGUE	0.1502 GAL.	6.1708 GAL.
4287126	1	JET		FLOYD BENNETT	SPRAGUE	0.1762 GAL.	4.9453 GAL.
Non-Winterized		Apr 1 - Oct 31					
4287149		#2DULSB5	95% ITEM 5.0 5% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1934 GAL.	4.7990 GAL.
4287149		#2DULSB10	90% ITEM 5.0 10% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1912 GAL.	4.8994 GAL.
4287149		#2DULSB20	80% ITEM 5.0 20% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1866 GAL.	5.1002 GAL.
4287149		#2DULSB5	95% ITEM 8.0 5% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1934 GAL.	4.6490 GAL.
4287149		#2DULSB10	90% ITEM 8.0 10% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1912 GAL.	4.7494 GAL.
4287149		#2DULSB20	80% ITEM 8.0 20% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1866 GAL.	4.9502 GAL.
4287149		#2DULSB50	50% ITEM 17.0 50% ITEM 18.0	CITYWIDE BY TW	SPRAGUE	0.1730 GAL.	5.8218 GAL.
4287149		#2DULSB50	50% ITEM 19.0 50% ITEM 20.0	RACK PICK-UP	SPRAGUE	0.1730 GAL.	5.6718 GAL.
4387376	1	HDRD100 (BARGE)		BARGE DELIVERY	SPRAGUE	0.0987 GAL.	5.4983 GAL.

4387392	HDRD	HDRD 95% +B100 5% (TW) - ENDS 7/29/2026	CITYWIDE BY TW	APPROVED OIL CO	0.0000 GAL.	5.5022 GAL.
4387392	HDRD	HDRD 95% +B100 5% (P/U) - ENDS 7/29/2026	RACK PICK-UP	APPROVED OIL CO	0.0000 GAL.	5.3522 GAL.
4387392	HDRD	HDRD 95% +B100 5% (TW) - Starts 7/30/2026	CITYWIDE BY TW	APPROVED OIL CO	0.0000 GAL.	4.9585 GAL.
4387392	HDRD	HDRD 95%+B100 5% (P/U) - STARTS 7/30/2026	RACK PICK-UP	APPROVED OIL CO	0.0000 GAL.	4.8085 GAL.
Winterized		Nov 1 - Mar 31				
4287149	#2DULSB5	95% ITEM 6.0 5% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1934 GAL.	5.0013 GAL.
4287149	#2DULSB10	90% ITEM 6.0 10% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1912 GAL.	5.0911 GAL.
4287149	#2DULSB20	80% ITEM 6.0 20% ITEM 7.0	CITYWIDE BY TW	SPRAGUE	0.1866 GAL.	5.2706 GAL.
4287149	#2DULSB5	95% ITEM 9.0 5% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1934 GAL.	4.8514 GAL.
4287149	#2DULSB10	90% ITEM 9.0 10% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1912 GAL.	4.9411 GAL.
4287149	#2DULSB20	80% ITEM 9.0 20% ITEM 10.0	RACK PICK-UP	SPRAGUE	0.1866 GAL.	5.1206 GAL.
4387392	HDRD	HDRD 95% +B100 5% (TW) - DO NOT USE	CITYWIDE BY TW	APPROVED OIL CO	0.0000 GAL.	0.0000 GAL.
4387392	HDRD	HDRD 95% +B100 5% (P/U) - DO NOT USE	RACK PICK-UP	APPROVED OIL CO	0.0000 GAL.	0.0000 GAL.
Non-Winterized / Winterized		Year-Round				
4287149	#1DULSB20	80% ITEM 11.0 20% ITEM 12.0	CITYWIDE BY TW	SPRAGUE	0.1957 GAL.	5.0712 GAL.
4287149	#1DULSB20	80% ITEM 13.0 20% ITEM 14.0	RACK PICK-UP	SPRAGUE	0.1957 GAL.	4.9212 GAL.
4287149	#1DULSB5	95% ITEM 11.0 5% ITEM 12.0	CITYWIDE BY TW	SPRAGUE	0.2042 GAL.	4.7601 GAL.
4287149	#1DULSB5	95% ITEM 13.0 5% ITEM 14.0	RACK PICK-UP	SPRAGUE	0.2042 GAL.	4.6101 GAL.

**OFFICIAL FUEL PRICE (\$) SCHEDULE NO. 9841
FUEL OIL, PRIME AND START**

CONTR. NO.	ITEM NO.	FUEL/OIL TYPE	DELIVERY	VENDOR	CHANGE (\$)	PRICE (\$) EFF. 7/27/2026
4387491	1	#2B10	RACK PICK-UP	UNITED METRO	0.1912 GAL.	4.3211 GAL.
4387491	2	#2B20	RACK PICK-UP	UNITED METRO	0.1866 GAL.	4.4209 GAL.
4387589	5	#2B10	BRONX - DELIVERY	SPRAGUE	0.1912 GAL.	4.3766 GAL.
4387589	6	#2B15	BRONX - DELIVERY	SPRAGUE	0.1889 GAL.	4.4177 GAL.
4387589	7	#2B15	BRONX - PICK UP	SPRAGUE	0.1889 GAL.	4.3427 GAL.
4387589	8	#2B20	BRONX - DELIVERY	SPRAGUE	0.1866 GAL.	4.4581 GAL.
4387589	17	#2B10	STATEN ISLAND - DELIVERY	SPRAGUE	0.1912 GAL.	4.5639 GAL.
4387589	18	#2B15	STATEN ISLAND - DELIVERY	SPRAGUE	0.1889 GAL.	4.6050 GAL.
4387589	19	#2B15	STATEN ISLAND - PICK UP	SPRAGUE	0.1889 GAL.	4.3427 GAL.

4387589	20	#2B20	STATEN ISLAND - DELIVERY	SPRAGUE	0.1866 GAL.	4.6454 GAL.
4387588	1	#2B10	MANHATTAN - DELIVERY	UNITED METRO	0.1912 GAL.	4.4087 GAL.
4387588	2	#2B15	MANHATTAN - DELIVERY	UNITED METRO	0.1889 GAL.	4.4515 GAL.
4387588	3	#2B15	MANHATTAN - PICK UP	UNITED METRO	0.1889 GAL.	4.3319 GAL.
4387588	4	#2B20	MANHATTAN - DELIVERY	UNITED METRO	0.1866 GAL.	4.4990 GAL.
4387588	9	#2B10	BROOKLYN - DELIVERY	UNITED METRO	0.1912 GAL.	4.3815 GAL.
4387588	10	#2B15	BROOKLYN - DELIVERY	UNITED METRO	0.1889 GAL.	4.4283 GAL.
4387588	11	#2B15	BROOKLYN - PICK UP	UNITED METRO	0.1889 GAL.	4.3319 GAL.
4387588	12	#2B20	BROOKLYN - DELIVERY	UNITED METRO	0.1866 GAL.	4.4749 GAL.
4387588	13	#2B10	QUEENS - DELIVERY	UNITED METRO	0.1912 GAL.	4.3758 GAL.
4387588	14	#2B15	QUEENS - DELIVERY	UNITED METRO	0.1889 GAL.	4.4229 GAL.
4387588	15	#2B15	QUEENS - PICK UP	UNITED METRO	0.1889 GAL.	4.3419 GAL.
4387588	16	#2B20	QUEENS - DELIVERY	UNITED METRO	0.1866 GAL.	4.4694 GAL.

**OFFICIAL FUEL PRICE (\$) SCHEDULE NO. 9842
FUEL OIL AND REPAIRS**

CONTR. NO.	ITEM NO.	FUEL/OIL TYPE	DELIVERY	VENDOR	CHANGE (\$)	PRICE (\$) EFF. 7/27/2026
20258800919	2	#4B5	ALL BOROUGHES - DELIVERY	APPROVED OIL CO	0.2034 GAL	4.2426 GAL.
20258800919	3	#2B10	ALL BOROUGHES - DELIVERY	APPROVED OIL CO	0.1912 GAL	4.5036 GAL
20258800919	4	#2B20	ALL BOROUGHES - DELIVERY	APPROVED OIL CO	0.1866 GAL	4.6034 GAL

**OFFICIAL FUEL PRICE (\$) SCHEDULE NO. 9843
GASOLINE**

CONTR. NO.	ITEM NO.	FUEL/OIL TYPE	DELIVERY	VENDOR	CHANGE (\$)	PRICE (\$) EFF. 7/27/2026
4387063	1.0	REG UL	CITYWIDE BY TW	GLOBAL MONTELLO	0.0862 GAL	3.4517 GAL.
4387063	2.0	PREM UL	CITYWIDE BY TW	GLOBAL MONTELLO	0.1213 GAL	3.9507 GAL.
4387063	3.0	REG UL	RACK PICK-UP	GLOBAL MONTELLO	0.0862 GAL	3.3495 GAL.
4387063	4.0	PREM UL	RACK PICK-UP	GLOBAL MONTELLO	0.1213 GAL	3.8535 GAL.

NOTE:

1. Biodiesel tax credit expired on 12/31/2024. New invoices will not reflect the credit.
2. Federal excise taxes are imposed on taxable fuels, (i.e., gasoline, kerosene, and diesel), when removed from a taxable fuel terminal. This fuel excise tax does not include Leaking Underground Storage Tank (LUST) tax. LUST tax applies to motor fuels for both diesel and gasoline invoices. Going forward, LUST Tax will appear as an additional fee at the rate of \$0.001 per gallon and will be shown as a separate line item on your invoice.
3. The National Oil Heat Research Alliance (NORA) has been extended until February 6, 2029. A related assessment of \$.002 per gallon has been added to the posted weekly fuel prices and will appear as a separate line item on invoices. This fee applies to heating oil only and since 2015 has included #4 heating oil. All other terms and conditions remain unchanged.
4. Federal Superfund Tax is included in the DCAS weekly pricing schedule, and it should not show as an additional fee.

REMINDER FOR ALL AGENCIES:

All entities utilizing DCAS fuel contracts are reminded to pay their invoices **on time** to avoid interruption of service. Please send inspection copy of receiving report for all gasoline (E70, UL PREM) delivered by tank wagon to OCP/Bureau of Quality Assurance (BQA), 1 Centre Street, 18th Floor, New York, NY 10007.

Effective July 1, 2025, New York City agencies are no longer permitted to place orders for #2B5 heating fuel. In accordance with updated state regulations, all heating oil sold in NYS must contain a minimum 10% biofuel blend (B10). Starting the winter of 2026/2027, agencies should begin the transition to B20 heating oil, focusing on tanks that are used regularly and not on interruptible sites. Effective July 1, 2030, B20 will be legally required through NY State for heating oil at all sites. As was implemented for B5 and B10, the transition for City facilities should begin in advance of the mandate to ensure a smooth transition to the higher blend. City facilities have used blends of B20 in the past successfully.

April 1st – October 31st transition to Non-Winter fuel.

November 1st – March 31st transition to Winter fuel.

COMPTROLLER

■ NOTICE

Application for Exclusion of Indebtedness Contracted for School Purposes

AN APPLICATION was filed with the New York State Comptroller on July 27, 2026 TO EXCLUDE PURSUANT to Section 126.00 of the Local Finance Law outstanding indebtedness of \$71,086,363 contracted by the City of New York for school purposes, evidenced by bonds, in ascertaining the power of The City of New York to contract indebtedness has been transmitted to the Comptroller of the State of New York. A copy of such application is on file in the Office of the Comptroller of The City of New York, Room 200 South, Municipal Building, 1 Centre Street, Manhattan, City of New York, New York 10007.

For the payment of the debt service on such indebtedness during the fiscal year ending June 30, 2027 The City of New York has allocated the sum of \$2,500,000 of State Aid for Common Schools.

MARK D. LEVINE
Comptroller

✶ jy31

NOTICE OF ADVANCE PAYMENT OF AWARDS PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that the Comptroller of the City of New York, will be ready to pay, at 1 Centre Street, Room 629, New York, NY 10007 on 08/04/2026 to the person or persons legally entitled an amount as certified to the Comptroller by the Corporation Counsel on damage parcels, as follows:

Damage Parcel No.	Block	Lot
1	908	16

Acquired in the proceeding entitled: TODT HILL BLUEBELT subject to any liens and encumbrances of record on such property. The amount advanced shall cease to bear interest on the specified date above.

MARK D. LEVINE
Comptroller

jy21-a3

FINANCE

■ NOTICE

As set forth in Chapter 32 of Title 11 of the New York City Administrative Code, for the fiscal year beginning July 1, 2026, the books of annual records are open to the public and will remain open during the usual business hours for public inspection and examination until December 31, 2026. For more information visit www.nyc.gov/npsurcharge. For information about a specific property, visit the Property Information Portal at propertyinformationportal.nyc.gov.

jy27-31

OFFICE OF THE MAYOR

■ NOTICE

July 23, 2026

Pursuant to section 19-160.2 of the Administrative Code of the City of New York, I hereby determine that separate and additional mayoral approval is not required for any petition to establish and operate a sidewalk café.

Zohran Kwame Mamdani
Mayor

✶ jy31

EMERGENCY EXECUTIVE ORDER No. 1.40

July 24, 2026

WHEREAS, pursuant to a state of emergency first declared by Emergency Executive Order No. 241, dated September 15, 2021, and subsequent orders extending such state of emergency, compliance by the Department of Correction (DOC) with various laws and regulations has not been required; and

WHEREAS, such orders issued prior to January 5, 2026 did not provide or require a plan for actions that would enable DOC to come into compliance with applicable laws and regulations for which compliance is not required as a result of such orders; and

WHEREAS, the state of emergency first declared in 2021 continues for the present pending the expedited development and implementation of such plan;

NOW, THEREFORE, pursuant to the powers vested in me as Mayor of the City of New York, by the laws of the State of New York and the City of New York, including but not limited to the New York Executive Law, the New York City Charter and the Administrative Code of the City of New York, and the common law authority to protect the public in the event of an emergency, it is hereby ordered:

Section 1. Section 1 of Emergency Executive Order No. 1.39, dated July 19, 2026, is hereby extended for five (5) days.

§ 2. DOC, in consultation with the Law Department, shall regularly update the Mayor regarding additional suspensions that can be lapsed to comply with the implementation action plan developed pursuant to Section 2 of Emergency Executive Order 1, dated January 5, 2026, and with applicable laws and regulations that presently do not apply pursuant to Emergency Executive Orders.

§ 3. This Emergency Executive Order shall take effect immediately and shall remain in effect for five (5) days unless it is terminated or modified at an earlier date.

Zohran Kwame Mamdani
Mayor

✶ jy31

EMERGENCY EXECUTIVE ORDER No. 2.40

July 24, 2026

WHEREAS, pursuant to a state of emergency first declared by Emergency Executive Order No. 224, dated October 7, 2022, and subsequent orders extending such state of emergency, the City has operated Humanitarian Emergency Response and Relief Centers to provide temporary housing in response to the substantial increase in new arrivals during recent years; and

WHEREAS, such orders issued prior to January 5, 2026 did not provide or require a plan for actions that would be taken to eliminate the need for the suspensions and modifications of laws and rules effected by the orders; and

WHEREAS, such state of emergency continues for the present pending the expedited development and implementation of such plan;

NOW, THEREFORE, pursuant to the powers vested in me as Mayor of the City of New York, by the laws of the State of New York and the City of New York, including but not limited to the New York Executive Law, the New York City Charter and the Administrative Code of the City of New York, and the common law authority to protect the public in the event of an emergency:

Section 1. Section 1 of Emergency Executive Order No. 2.39, dated July 19, 2026, is hereby extended for five (5) days.

§ 2. The Department of Social Services and the Department of Homeless Services, in consultation with the Law Department, shall regularly update the Mayor on the implementation action plan and efforts to phase out the continued use of facilities that have been operated in reliance on the suspensions and modifications of laws and rules.

§ 3. This Emergency Executive Order shall take effect immediately and shall remain in effect for five (5) days unless it is terminated or modified at an earlier date.

Zohran Kwame Mamdani
Mayor

APPENDIX

List of laws and regulations for which suspension continues for any facility subject to this order, including any operated by or on behalf of DSS or DHS, and any other facility existing on the effective date of this order:

1. Sections 21-309 and 21-312 of the Administrative Code. (EEO No. 886, dated November 19, 2025, § 3, para. (d) and (g))
2. Sections 21-124. (EEO No. 886, dated November 19, 2025, § 3, para. (h)(i))

✶ jy31

MAYOR'S OFFICE OF ENVIRONMENTAL COORDINATION

■ NOTICE

NOTICE OF COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

240 Nassau Street

SEQRA Classification: Type I

Date Issued: July 24, 2026

Lead Agency:

New York City Educational
Construction Fund (ECF)
25-01 Jackson Avenue
Long Island City, NY 11101

Project Identification:

CEQR/SEQRA No. 26ECF001K
ULURP Nos. 260395ZMK
260396ZRK
260397ZSK

Contact Person:

Jennifer Maldonado

Chief Executive Officer, New York City Educational Construction Fund

Pursuant to State Environmental Quality Review Act (SEQRA) (Section 8-0113, Article 8 of the Environmental Conservation Law) as set forth in 6 NYCRR Part 617, a Draft Environmental Impact Statement (DEIS) has been prepared for the actions described below. The proposal involves actions by ECF and the City Planning Commission of New York. Digital copies of the DEIS are available for public inspection online at ECF's website: <https://infohub.nyc.ed.org/reports/financial/educational-construction-fund>. A public hearing on the DEIS will be held at a later date to be announced. Advance notice will be given of the time and place of the hearing. Written comments on the DEIS are requested and will be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

A. INTRODUCTION

The co-Applicants, the New York City Educational Construction Fund (ECF) and 240 Nassau Street Holdings, LLC, are seeking zoning approvals from the New York City Planning Commission (CPC) and New York City Council, and other City and State approvals and potential future U.S. Department of Housing and Urban Development (HUD) actions (the "Proposed Actions") to facilitate the construction of a proposed mixed-use development on Block 110, Lot 25 and Block 111, Lot 1 (the "Project Site") in Downtown Brooklyn, Community District (CD) 2 (see **Figures 1 and 2**).

The Proposed Actions include the following land use approvals: a zoning map amendment to change the zoning on the Project Site from an R6 zoning district to a C6-12 zoning district; a zoning text amendment to map the rezoned Project Site as a Mandatory Inclusionary Housing (MIH) Area in Appendix F of the Zoning Resolution (ZR); a zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and to allow modification of ZR Section 27-10 (Administration of Affordable Housing); and a special permit pursuant to ZR Section 74-752 to allow modification of certain bulk, loading, and affordable housing requirements.

The co-Applicants propose a mixed-use development with four new buildings totaling approximately 1.7 million gross square feet (gsf), including approximately 1.5 million gsf of residential space (approximately 1,502 mixed-income dwelling units [DUs], of which approximately 302 DUs are expected to be affordable), 34,000 gsf of retail space, 166,000 gsf of community facility space, inclusive of 121,000 gsf of public school space (approximately 931 seats), approximately 15,000 gsf of cultural center space, and 30,000 gsf of community facility space (the "Proposed Project").

The Proposed Project would occupy an approximately 80,000-square-foot (sf) portion of Blocks 110 and 111, bounded by Nassau Street to the north, Navy Street to the east, Concord Street to the south, and Golconda Playground, a public park maintained by the New York City Department of Parks and Recreation (NYC Parks) to the west. Elevated above a portion of Golconda Playground is the Brooklyn-Queens Expressway (BQE).

In addition to the above discretionary approvals subject to approval by the CPC and New York City Council, the Proposed Actions also include the transfer, reallocation, and lease of property among 240 Nassau Street Holdings, LLC, ECF, and the City of New York to allow for the Proposed Project and ECF financing. A determination from NYC Parks pursuant to ZR Section 23-381 is also being sought to permit light and air for the legally required windows at the abutting lot lines between Buildings 1 and 4 and the abutting lot lines of Golconda Playground. As described below, the Proposed Project could also require additional approvals.

The Proposed Project also requires relocation of Public School (P.S.) 287 by the Panel for Educational Policy (PEP). Additionally, the Proposed Project could potentially utilize the New York City Housing Authority's (NYCHA) Transfer of Assistance (TOA) program, which includes the allocation of Project Based Vouchers (PBV) to create new senior housing opportunities for existing NYCHA residents in the Proposed Project. TOA and PBV are part of HUD's Rental Assistance Demonstration (RAD) program. The Proposed Actions require review under New York State Environmental Quality Review Act (SEQRA). This Environmental Impact Statement (EIS) generally uses methodologies and follows the guidelines set forth in the 2025 New York City *Environmental Quality Review (CEQR) Technical Manual*, where applicable. These methodologies are typically considered to be the most appropriate technical analysis methods and guidelines for the environmental assessment of projects in New York City and are consistent with SEQRA. CEQR and SEQRA provides a means for decision makers and other government agencies to consider the potential environmental effects of a project, along with other aspects of project planning and design; to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. As a disclosure document, this Draft EIS (DEIS) will afford stakeholders and the community the opportunity to provide meaningful comments on the potential for significant adverse impacts. ECF is serving as lead agency for the environmental review. The New York City Department of City Planning (DCP) and NYC Parks are involved agencies in the environmental review. The Mayor's Office of Environmental Coordination (MOEC) and the New York City Department of Transportation (DOT) are interested agencies in the environmental review.

B. PROJECT DESCRIPTION AND PURPOSE AND NEED

PROJECT SITE

The Project Site has frontage along Nassau, Navy, and Concord Streets and is currently zoned R6 (see **Figure 3**). Nassau and Navy Streets are considered wide streets with irregular widths that vary from 81 to 91 feet and 80 to 100 feet, respectively. Concord Street is a narrow street along a portion of the block, but a wide street where it abuts the Project Site. The eastern portion of the Project Site (Block 111, Lot 1) is an approximately 55,408-sf parcel occupied by P.S. 287, the Dr. Bailey K. Ashford school, which is operated by the New York City Department of Education (DOE), and Community Roots Charter School. The western portion of the Project Site (Block 110, Lot 25) is an approximately 24,399-sf parcel occupied by the Madison Square Boys and Girls Club and owned by 240 Nassau Street Holdings, LLC. The Project Site has a combined lot area of approximately 80,000 sf. The remainder of the subject block to the west of the Project Site is occupied by the approximately 1.50-acre Golconda Playground, and contains play equipment, handball courts, basketball courts, and a skate park. The elevated BQE traverses the west side of the block above Golconda Playground.

SURROUNDING AREA

The area surrounding the Project Site includes public facilities and institutions, transportation infrastructure associated with the BQE, residential and mixed residential/commercial buildings, industrial and manufacturing buildings, parking facilities, and open space (see **Figure 4**).

The areas directly east and west of the Project Site are occupied by public parkland—Commodore Barry Park and Golconda Playground. The block directly north of the Project Site includes Farragut Houses, a NYCHA complex and the Church of the Open Door. The area directly west of the Project Site includes the BQE and basketball courts within Golconda Playground. Residential and mixed residential/commercial buildings, industrial and manufacturing buildings, and parking facilities are located southwest of the Project Site.

The Project Site is located in the vicinity of multiple subway stations, including the Jay Street-MetroTech Station (A, C, F, R trains), York Street Station (F train), High Street Station (A and C trains), and Dekalb Avenue Station (B, Q, R trains), and the B57, B62, B67, and B69 bus routes. The Astoria route of the NYC Ferry includes a landing at the nearby Brooklyn Navy Yard.

The areas directly surrounding the Project Site to the north, south, east, and west are zoned R6. The area to the northeast of the Project Site is zoned M1-4 and the area west of the Project Site is zoned R6B, C4-3, and C6-2. The areas southwest of the Project Site are zoned R6B and C6-2 near to the Project Site, and C4-3 further to the southwest (see **Figure 3**).

PROPOSED PROJECT

The Proposed Actions would result in the development of four buildings containing a total of approximately 1.7 million gsf: approximately 1,502 mixed-income residential DUs, (approximately 302 affordable DUs); 34,000 gsf of retail; and 166,000 gsf of community facility use, consisting of 121,000 gsf of public school space (approximately 931 seats), 15,000 gsf of cultural center space, 30,000 gsf of community facility space, and approximately 37,050 (0.85 acres) of open space, of which 20,896 sf (0.48 acres) would be new publicly accessible open space.

The Proposed Actions would reintroduce the historic street grid with new, public outdoor space. A north-south public corridor is located at the historic location of Hudson Avenue and a new public corridor running east-west between the proposed buildings would connect Golconda Playground with Commodore Barry Park. Public programming would be located along Nassau and Concord Street frontages with the new public school located at the intersection of Nassau and Navy Streets and the community facility, cultural center, and senior affordable housing programs located adjacent to the Golconda Playground frontages. New retail space would be located along all three street frontages and along the interior public corridors to activate the new public outdoor space. The building massings for Buildings 1 and 3 would contextually respond to the public school in Building 2 and senior affordable housing in Building 4 by maximizing access to light and air being situated on opposing corners of the Project Site.

The new publicly accessible open space would unify Golconda Playground, Commodore Barry Park, and Farragut Houses. It is intended to enhance pedestrian connectivity throughout the neighborhood and serve as amenity for residents and the neighborhood. The new publicly accessible open space would provide approximately 0.48 acres (20,896 sf) of passive open space, expected to include seating and gathering areas, landscaped areas, and walkways.

The Proposed Project program in Buildings 1 through 4 is described below and in Table 1. An axonometric diagram and site plan are shown in **Figures 5 and 6**, respectively. Illustrative renderings of the Proposed Project are included in **Figures 7 and 8**.

Table 1
Development Program – Buildings 1 through 4

Building 1	
Residential (GSF)	702,000
Dwelling Units (aka DUs) – Total	702
<i>Affordable Units</i>	104
<i>Market Units</i>	598
Retail (GSF)	500
Community Facility (GSF)	28,000
Cultural (GSF)	15,000
Total	745,500
Building 2	
Retail (GSF)	5,500
Primary School and Intermediate School (GSF)	121,000
<i>Students¹</i>	931
<i>Staff²</i>	93
Total	126,500
Building 3	
Residential (GSF)	705,000

DUs – Total	705
<i>Affordable Units</i>	103
<i>Market Units</i>	602
Retail (GSF)	28,000
Total	733,000
Building 4	
Residential (GSF)	95,000
DUs – Total	95
<i>Affordable Units</i>	95
Community Facility (GSF)	2,000
Total	97,000
Note:	
¹ Primary school square footage assumes 130 sf per seat	
² Assumes 1 staff per 10 students.	

Building 1, located midblock on the south side of Nassau Street, would be a 63-story, mixed-use building that would have a height of approximately 718 feet (738 feet at top of bulkhead). Building 2 would be an eight-story community facility and commercial building located on the corner of Nassau and Navy Streets. It would rise to a maximum height of approximately 150 feet, inclusive of the bulkhead. Building 3 would be a 73-story, mixed-use residential and commercial building located at the corner of Navy and Concord Streets. The building would rise to a height of approximately 820 feet (840 feet at top of bulkhead). Building 4 would be an 18-story, mixed-use residential and community facility building on Concord Street, located midblock and adjacent to Golconda Playground. It would have a height of approximately 235 feet (265 feet including bulkhead). An existing curb cut on Nassau Street that serves the Madison Square Boys and Girls Club, and an existing curb cut on Concord Street that serves P.S. 287 and Community Roots Charter School would be eliminated with the Proposed Project, and no new curb cuts would be provided. Construction of the Proposed Project would occur in one continuous phase and is expected to take approximately 72 months. The existing P.S. 287 and the Community Roots Charter School are expected to relocate elsewhere within Community School District (CSD) 13 at the onset of construction.

PUBLIC SCHOOL

The Proposed Project includes the development of an approximately 121,000-gsf public school in Building 2 that would provide 931 elementary and intermediate school seats. While school programming has not yet been finalized, the EIS conservatively assumes the public school would serve Pre-K to 8th grade. The proposed school would include outdoor areas on the rooftop and administrative spaces, a gymnasium/gymnasium, libraries, art and science rooms, a medical facility, cafeterias, and kitchen facilities. The proposed new school would employ approximately 90 teachers, administrators, and support staff.

The school would be located in a prominent location at the corner of Nassau and Navy Streets. The main entrance would be on Nassau Street, with additional entrances between Buildings 2 and 3. As shown in **Figure 6**, school drop offs would be along Nassau Street in front of Building 2. Curb extensions at the intersection of Nassau and Navy Streets and along Nassau Street are currently being contemplated to provide additional pedestrian safety. The curb extensions would be designed in coordination with DOT to ensure conformance with the Street Design Manual. The school would be designed in accordance with the New York City School Construction Authority's (SCA) building standards.

It is anticipated that solid waste disposal at the proposed school would utilize the City of New York Department of Sanitation (DSNY) Empire Bins disposal. Empire Bins are stationary, on-street containers assigned to a specific property, solely for the use of that property. The bins are locked, accessible only by building maintenance staff using access cards assigned to the bins. Each Empire Bin can hold approximately four cubic yards of waste, serviced by new DSNY side-loading trucks. The design of the Proposed Project is preliminary, and refinements to the site plan are expected as the project moves through the land use review process. The co-Applicants would coordinate the location of solid waste staging areas with DSNY and would continue to involve DSNY during the design process.

RESIDENTIAL PROGRAM

The Proposed Project would include approximately 1.5 million gsf of residential space in three of the four buildings, comprising

approximately 1,502 total DUs. The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent of area median income (AMI) (302 affordable DUs), with eight percent of floor area at 40 percent AMI. In the event the co-Applicants and NYCHA participate in the TOA program (or a comparable affordable housing program), the modified Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs) would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. Building 1 would contain 702 DUs (104 affordable DUs) with a residential entrance located along Nassau Street. Building 3 would contain 705 DUs (103 affordable DUs) with a residential entrance located along Concord Street. Building 4 would contain 95 affordable senior housing DUs and its entrance would be located along Concord Street. A curb extension is currently being contemplated at the intersection of Navy and Concord Streets.

The proposed residential buildings would also utilize DSNY Empire Bins for solid waste disposal.¹ As discussed above, the location of the solid waste staging areas would be coordinated between the co-Applicants and DSNY.

COMMUNITY CENTER

The Proposed Project includes the development of 30,000 gsf of community facility, exclusive of the proposed school. Approximately 28,000 gsf would be a community center in Building 1 and the remaining 2,000 gsf would be a community center room in Building 4. The new community center in Building 1 would replace the existing Madison Boys and Girls Club and would be located adjacent to Golconda Playground. It would be designed to host a mix of community programming for different age groups, people, and interests. An approximately 17,100-gsf portion of the community center would be programmed for recreational use, of which approximately 8,500 gsf of active space would include a gym, dance studio, hall, fitness room, and basketball court and the remaining 8,600 gsf would be set aside for seating and other passive use. The community recreational facility is currently contemplated to be accessible from 10 AM to 6 PM on Monday through Friday and with available hours on weekends. The proposed community center's entrance would be located along Nassau Street. The 2,000-gsf community center in Building 4 would support the affordable residents of the building by providing social services and programming. The main entrance to Building 4 would be along Concord Street.

CULTURAL CENTER

The Proposed Project would provide a 15,000-gsf cultural center on the ground floor of Building 1. The cultural space is expected to include an art gallery. The cultural space would be accessed via a main entrance located between Buildings 1 and 2. There would also be an entrance on Nassau Street and an entrance north of the basketball courts of Golconda Playground (see **Figure 6**).

NEIGHBORHOOD RETAIL

The Proposed Project would provide approximately 34,000 gsf of local retail, envisioned as community-based retail spaces that would occupy the ground floor of Buildings 1, 2, and 3. The retail spaces would provide an amenity for local residents and visitors to the area. Retail space would primarily front Navy Street, with limited frontage along Nassau Street. Additional entrances would be provided from the publicly accessible open space between the Proposed Project's buildings (see **Figure 6**). The estimated 4.0 tons of commercial solid waste would be hauled away by private carters and handled in a similar manner.

OPEN SPACE

Approximately 37,050 sf (0.85 acres) of open space would be created on the Project Site, of which 0.48 acres would be publicly accessible open space and the remaining 0.37 acres would be private open space. The configuration of the proposed open space through the middle of the Project Site would reintroduce (for pedestrian use) the historic street grid that once characterized the neighborhood and serves as a connection between Golconda Playground to the west, and Commodore Barry Park to the east. It is intended to enhance pedestrian

connectivity throughout the neighborhood and serve as amenity for residents. The new publicly accessible open space would provide approximately 0.48 acres (20,896 sf) of passive open space, expected to include seating and gathering areas, landscaped areas, and walkways.

SUSTAINABILITY

The co-Applicants are committed to creating a sustainable and equitable development on the Project Site. The mixed-use developments would be completely electrified and constructed to exceed New York City's energy code. The design of the proposed buildings would target energy efficiency measures to lower grid electricity consumption ahead of the achievement of a zero-emission electric grid. Additional carbon emission reduction measures include water conservation and sustainable waste management and other measures consistent with City and State emission reduction goals. The construction of the proposed school would be in accordance with SCA's "NYC Green Schools Guide and Rating System," which ensures the sustainable design, construction and operation of new schools, including the electrification of all new buildings, reduction of greenhouse gas emissions, and compliance with local New York City green building requirements.

The Proposed Project would be designed to comply with New York City's carbon intensity limits specified by the New York City Department of Buildings (DOB) and be required at a minimum to achieve the energy efficiency requirements of the New York City Building Code under the New York City Energy Conservation Code.

PURPOSE AND NEED

The co-Applicants propose the comprehensive redevelopment of the Project Site with a dynamic, mixed-use development that includes a new public school and residential, retail, community center, and cultural space, and publicly accessible open space. ECF is a New York State public benefit corporation that finances and develops mixed-use developments that feature new school facilities on behalf of DOE.

The existing public school building at 50 Navy Street that houses P.S. 287 (grades pre-Kindergarten through 5) and Community Roots Charter School (grades 6 through 8) is outmoded and in need of replacement. The aging building was built in 1953 and its electrical, ventilation, and acoustical systems are inadequate to serve the needs of the school. A recent DOE survey identified outmoded conditions and noncompliance with Americans with Disabilities (ADA) accessibility standards in almost all of the building's rooms and spaces. Overall, the building lacks the appropriate facilities to provide a modern learning environment. The Proposed Actions would provide state-of-the-art school facilities for pre-Kindergarten through 8th grade. The improvements would achieve a better learning environment by providing modern educational facilities and additional public school capacity at the primary and intermediate school level in CSD 13.

ECF encourages the development of new public schools as part of mixed-use projects in which the public component is financed by tax-exempt bonds. ECF uses ground rents, lease payments, and/or tax equivalency payments from the non-school portions of a development to pay the debt service on the bonds issued to finance the public facilities.

In connection with the construction of a new public school on the Project Site, 240 Nassau Street Holdings, LLC, would develop new residential space, retail, community center, cultural space, and publicly accessible open space. The Proposed Actions would facilitate the redevelopment of an underutilized parcel that is well positioned to support new development at higher densities. The Project Site is proximate to transit, with bus lines on Jay Street and the nearest subway station, the York Street Station, approximately 0.4 miles away. Further, the site is bounded by three wide streets (Navy, Nassau and Concord Streets) that can accommodate higher density buildings, and the site is surrounded by parks, low-lying BQE infrastructure, and Farragut Houses, with residential buildings set back from the street and interspersed among landscaped open areas.

The Proposed Actions would facilitate the creation of approximately 1,502 units (20 percent of the proposed residential floor area would be designated as affordable housing) in accordance with the MIH Program. The Proposed Project would address the dire need for housing, including affordable and senior housing, in New York City. The Proposed Project would also support economic and cultural growth by introducing cultural and community space for local artists, neighborhood retail space, which would enliven the street and bring amenities to neighborhood residents. The Proposed Project would introduce approximately 0.85 acres of open space, of which 0.48 acres would be publicly accessible. The proposed open space would provide recreational opportunities and visual and physical open space connections between the proposed uses on the Project Site and Golconda Playground to the west and Commodore Barry Park to the east.

1 The Proposed Project would generate a net increase of approximately 34.0 tons of solid waste per week, and approximately 88 percent (or 30.0 tons) of the incremental solid waste generated would be handled by DSNY.

C. DISCRETIONARY AND OTHER APPROVALS

The co-Applicants are seeking the following discretionary approvals: (i) a zoning map amendment to change the Project Site from an R6 district to a C6-12 district; (ii) a zoning text amendment to designate the Project Site as an MIH Area; (iii) a zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and permit modification of ZR Section 27-10 (Administration of Affordable Housing); and (iv) a special permit pursuant to ZR Section 74-752. The special permit would allow modification of certain affordable housing requirements, bulk regulations, and loading requirements by the CPC. The requested zoning approvals are described in more detail below:

- A zoning map amendment to change an existing R6 district to a C6-12 district. The proposed C6-12 district (R12 equivalent district) is a high density commercial district that allows residential, commercial and community facility uses (Use Groups I to VIII) to a maximum total FAR of 18. R12 districts have a maximum residential FAR of 15 for standard residences and a maximum residential FAR of 18 for buildings providing Qualifying Affordable Housing or Qualifying Senior Housing.
- A zoning text amendment to designate the Project Site as an MIH Area in Appendix F of the ZR.
- A zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and permit modification of ZR Section 27-10 (Administration of Affordable Housing). ZR Section 74-752 allows the modification of ground floor use, MIH, accessory off-street parking and loading berth, and other bulk regulations (excluding FAR) for developments on land owned by ECF in an underlying C6-9 district within the Special Downtown Brooklyn District. The zoning text amendment would expand the applicability of the existing provisions to sites owned by ECF in the C6-12 district within Brooklyn Community District 2 not within the Special Downtown Brooklyn District and to allow for modifications of the affordable housing requirements set forth in ZR Section 27-10. The proposed text amendment has limited applicability and would affect only the Project Site and no other sites.
- A special permit pursuant to ZR Section 74-752 to modify ZR Sections 23-342, 23-371(c)(1), 23-371(c)(2), 23-432, 23-433, 27-131, 27-151, 27-16, 36-62, and 35-631 to allow the modification of certain affordable housing requirements, bulk regulations, and loading requirements.

The Proposed Actions also include the transfer, reallocation, and lease of property among 240 Nassau Street Holdings, LLC, ECF, and the City of New York to allow for the Proposed Project and ECF financing. Additionally, a determination from NYC Parks pursuant to ZR Section 23-381 is being sought to permit light and air for the legally required windows at the abutting lot lines between Buildings 1 and 4 and the abutting lot lines of Golconda Playground. As described below, the Proposed Project could also require additional approvals.

- The relocation of P.S. 287 is subject to the approval of the PEP, a voting body overseeing New York City Public Schools. Any actions, including approvals by the PEP, that are necessary to facilitate the relocation of P.S. 287 and the Community Roots Charter School are not analyzed as part of this environmental review. It is anticipated that any such action(s) is/are expected to occur at a later date and will be the subject of a separate environmental review at that time pursuant to SEQRA and in accordance with CEQR.
- The co-Applicants may potentially participate in NYCHA's TOA program, which would involve the allocation of PBV to create new senior housing opportunities for existing NYCHA residents in Building 4. The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent AMI (302 affordable DUs), with eight percent of floor area at 40 percent AMI. In the event the co-Applicants and NYCHA participate in the TOA program (or a comparable affordable housing program), the modified Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs) would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. TOA and PBV are part of the HUD RAD program and would be implemented pursuant to 24 CFR 983. The implementation of these programs would require an environmental review in accordance with the National Environmental Policy Act (NEPA) and HUD environmental standards at a future date when a RAD application is advanced.

PROJECT COMPONENT RELATED TO THE ENVIRONMENT (PCRE)

The Proposed Actions includes a Project Component Related to the Environment (PCRE) that would preclude an impact to historic resources. The PCRE would be required through the Development Agreement between ECF and 240 Nassau Street Holdings, LLC. The Development Agreement is a binding mechanism that formalizes the partnership between the co-Applicants to design, build, and finance the Proposed Project, including the new school facility and non-school components of the project.

As described in "Historic and Cultural Resources," a Construction Protection Plan (CPP) would be prepared and implemented for the portions of the BQE within 90 feet of the Project Site. The CPP would be prepared as set forth in Section 523 of the *CEQR Technical Manual* and in compliance with the procedures included in DOB's TPN #10/88 and the New York City Landmarks Preservation Commission's (LPC) Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings. The CPP would be prepared in consultation with LPC and DOT and implemented by a licensed professional engineer prior to the start of excavation and construction activities. With the CPP in place, the Proposed Project would not be expected to result in any direct impacts to architectural resources in the study area.

(E) DESIGNATION

In connection with the zoning amendments, an (E) Designation (E-921) would be mapped to the Project Site. E-921 is an institutional mechanism for regulatory oversight of future remedies to address sub-surface contamination and noise exposure. The (E) Designation is a pre-construction requirement that would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials and noise. The (E) Designation for hazardous materials and noise would be administered by the Mayor's Office of Environmental Remediation (OER). The specific requirements of the E-921 for hazardous materials and noise are described below in "Hazardous Materials" and "Noise," respectively.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The EIS analyses will be undertaken pursuant to SEQRA. The 2025 *CEQR Technical Manual* will generally serve as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the effects of the Proposed Project. Based on the location and size of the Proposed Project, certain CEQR technical areas are screened out of further assessment in the EIS, including Energy, Solid Waste/ Sanitation Services, and Natural Resources. In disclosing impacts, the EIS will consider the Proposed Project's potential adverse impacts on the environmental setting. It is anticipated that the Proposed Project would be operational in 2033. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assesses existing conditions and forecasts these conditions to 2033 with and without approval of the Proposed Actions (the "With Action" and "No Action" conditions, respectively). The analysis of conditions in the future with and without the Proposed Actions takes into account background development anticipated to be completed by 2033.

ANALYSIS YEAR

A future analysis year of 2033 will be utilized for environmental analyses. The analysis year represents the year in which the Proposed Project is anticipated to be complete and operational and will be used to assess the potential impacts of the Proposed Actions.

FUTURE WITHOUT THE PROPOSED ACTIONS

It is assumed that in the No Action condition, the existing schools (P.S. 287 and the Community Roots Charter School) on Block 111, Lot 1 would remain; and the Madison Square Boys and Girls Club on Block 110, Lot 25 would be closed. Block 110, Lot 25 will be developed with an as-of-right seven-story, 75-foot market-rate building (110 feet including bulkhead) containing approximately 83,500 gsf of residential space (approximately 84 units) that complies with the current R6 zoning regulations. The building under the No Action condition feasibly maximizes the allowable residential FAR of 3.0 (approximately 71,000 zoning square feet [zsf]), of which approximately 97 percent of the available FAR is utilized under the existing R6 zoning district. The site of the Madison Square Boys and Girls Club is within 100 feet of a wide street and developments have a maximum height of 75 feet. The No Action estimated population is approximately 171 residents and 75 workers on the Project Site.²

² Residential population is based on the average household size of 2.03 persons within Brooklyn CD 2. The estimate of workers is based on standard industry rates, as follows: 1 employee per 25 DU and 1 staff per 10 students.

FUTURE WITH THE PROPOSED ACTIONS

In the With Action condition, the Proposed Project would be constructed on the Project Site as described above. **Table 2** summarizes the No Action and With Action programs and the incremental development expected as a result of the Proposed Actions.

As compared to the No Action condition, the Proposed Project would add approximately 1,418 DUs (approximately 1.4 million gsf of residential space); approximately 34,000 gsf of retail space; approximately 15,000 gsf of cultural center space; approximately 30,000 gsf of community facility space; and approximately 11,000 gsf of public school use. The With Action condition includes a total of approximately 1.7 million gsf (approximately 1.4 million zsf, which fully maximizes the allowable residential FAR of 18.0). Of the total 1.7 million gsf, approximately 1.5 million gsf would be residential floor area. The With Action estimated population is approximately 3,049 residents and 300 workers on the Project Site,³ which would result in an increment of 2,879 residents and 225 workers as compared to the No Action condition.

Table 2
Comparison of No Action and With Action Conditions

Use	No Action	With Action	Increment
Residential (DU)	84	1,502	+1,418
Retail (GSF)	0	34,000	+34,000
Community Facility (GSF)	0	30,000	+30,000
Cultural (GSF)	0	15,000	+15,000
Primary School and Intermediate School (GSF)	110,000	121,000	+11,000
Students ¹	721	931	+210
Staff ²	72	93	+21

Note:

¹ Primary school square footage assumes 130 sf per seat

² Assumes 1 staff per 10 students.

The Proposed Actions would establish an MIH Area at the Project Site and modify the required percentage of floor area designated for affordable housing to create permanently affordable housing. Within MIH Areas, all housing developments, enlargements, and conversions that meet the criteria set forth in the MIH program must comply with the requirements of MIH Option 1, Option 2, or Option 3 as described below.

- Option 1: 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the AMI, with six percent of floor area at 40 percent AMI and with no unit targeted at a level exceeding 130 percent of AMI.
- Option 2: 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of AMI, with no unit targeted at a level exceeding 130 percent of AMI.
- Option 3: 20 percent of the total residential floor area must be for housing units for residents with incomes averaging 40 percent of AMI and no direct subsidies could be used for these units except where needed to support more affordable housing.

In addition to the options above, the City Council may elect to map Option 4 (except in certain neighborhoods in Manhattan), which requires that 30 percent of the total residential floor area must be for housing units for residents with incomes averaging 115 percent of AMI, with no units above 135 percent AMI; and no direct subsidies.

The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent AMI (302 affordable DUs), with eight percent of floor area at 40 percent AMI. The MIH requirement ensures that a percentage of residential floor area in any future development within the MIH Area is permanently affordable. There is currently no MIH requirement for residential development at the Project Site. The remainder of the units would be market-rate units. As discussed above, in the event the co-Applicants and NYCHA participate in the TOA

program (or a comparable affordable housing program), the modified MIH Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent of AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs) would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. To ensure a conservative analysis, the With Action condition assumes that 302 DUs (or approximately 20 percent of residential floor area) would be affordable, as these generate a greater residential population and more demand on certain community facilities as compared to senior housing.

ENVIRONMENTAL REVIEW PROCESS

ECF's first charge as lead agency is to determine whether the Proposed Actions might have a significant adverse impact on the environment. To make this determination, an environmental assessment form (EAF) was prepared. Based on its review of the EAF, ECF has determined that the Proposed Actions and Proposed Project have the potential to result in significant environmental impacts and, therefore, pursuant to SEQRA, ECF issued a Positive Declaration on December 22, 2025, requiring that an EIS be prepared in conformance with all applicable laws and regulations, including the SEQRA, New York City's Executive Order No. 91, CEQR regulations, and the guidelines of the *CEQR Technical Manual*.

The EAF and Draft Scope of Work (DSOW) for the EIS were made available to the general public, public agencies, and other interested groups, and a public scoping meeting was held on January 27, 2026, at 5:00 P.M. To allow for broad public participation options, the public scoping meeting was held remotely. Written comments on the Draft Scope of Work were accepted until 5:00 P.M. on February 6, 2026, and all oral comments received at the meeting as well as submitted written comments were considered by the lead agency and summarized in the Final Scope of Work, dated July 24, 2026.

ECF has determined that the DEIS is complete, and has issued this Notice of Completion in accordance with applicable regulations. The DEIS will be subject to public review, in accordance with CEQR and SEQRA procedures, with a public hearing and a period for public comment. A ULURP application for the proposed land use approvals has been prepared and submitted to DCP. A public hearing will be held on the DEIS in conjunction with the City Planning Commission hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate SEQRA/CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The Proposed Actions would not result in a significant adverse impact related to land use, zoning, and public policy. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the Proposed Actions would not result in development that would conflict with adopted public policies.

The Proposed Actions would facilitate the development of 121,000 gsf of public school on the Project Site to provide needed public school capacity in a modern school building. In addition, the Proposed Project would introduce a total of approximately 1,502 dwelling units (DUs), including approximately 302 affordable DUs, 34,000 gsf of retail, 30,000 gsf of community facility space, and 15,000 gsf of cultural center space. The Proposed Actions would result in the replacement of the existing public school building at 50 Navy Street with modern educational facilities and additional public school capacity at the primary and intermediate school level in CSD 13.

The proposed R12 zoning district would increase the total amount of floor area permitted from 3.9 FAR to 18 FAR for buildings providing Qualifying Affordable Housing or Qualifying Senior Housing. The increased density sought under the Proposed Actions would maximize the amount of housing that could be provided on the Project Site. The Proposed Actions would facilitate the redevelopment of an underutilized parcel that is well positioned to support new development at a higher density. The Project Site has frontage along three wide streets, is proximate to transit and its location at the edge of Downtown Brooklyn and in close proximity to two mapped Parks makes it an appropriate location to concentrate additional density.

3 Estimate of workers based on standard industry rates, as follows: 1 employee per 25 DU; 1 employee per 333 sf of local retail; 1 employee per 1,000 sf of community facility space; 1 employee per 1,000 sf of cultural space; and 1 staff per 10 students.

The modifications sought under the special permit would facilitate an improved site plan that allows for the placement of the proposed school, mixed-use residential buildings, community center and public and private open space in unified manner that compliments the adjacent public open space in Golconda Playground. The proposed public open space would feature a north-south public corridor located at the historic location of Hudson Avenue and a new public corridor running east-west between the proposed buildings, connecting Golconda Playground with Commodore Barry Park. Public programming would be located at the most desirable frontages with the new school located at the intersection of Nassau and Navy Streets and the community facility, cultural center and senior affordable housing programs wrapping Golconda Playground frontages. New retail space would be located on the street frontages and along the interior public corridors to activate the public realm. Buildings 1 and 3, the largest of the four proposed buildings, would be located on opposing corners of the Project Site to maximize the availability of light and air. The local retail and community facility space and new publicly accessible open space would enliven the public realm along Nassau, Navy, and Concord Streets, inviting residents and visitors from the surrounding blocks. The modification of MIH as it relates to development on ECF property would maximize the public benefits associated with a new and expanded school, the provision of affordable and senior housing and redevelopment of underutilized City-owned property with a dynamic mixed-use development. The improved school facilities and increase in public school capacity would support and strengthen the residential character of the surrounding neighborhood. The proposed residential, commercial, and community facility space, as well as proposed publicly accessible open space would be consistent with existing and planned developments in Downtown Brooklyn. The Proposed Actions would directly support several major City policies aimed at expanding the City's housing supply to help meet the housing needs of current and future residents. In addition, the Proposed Actions would expand local retail, provide employment opportunities and provide neighborhood amenities in the form of new community and cultural space for residents and visitors in an area well-served by transit.

The Proposed Actions would be consistent with the City's Waterfront Revitalization Program (WRP). DCP issued its WRP concurrence for the project on June 5, 2026, and provided reference number WRP #25-173.

SOCIOECONOMIC CONDITIONS

A preliminary assessment finds that the Proposed Actions would not result in significant adverse impacts due to changes in socioeconomic conditions. The following summarizes findings with respect to each of the five areas of socioeconomic concern.

DIRECT RESIDENTIAL AND DIRECT BUSINESS DISPLACEMENT

There are no residential units or commercial businesses currently on the Project Site and the existing institutional use—the Madison Square Boys and Girls Club on Block 110, Lot 25—would be closed in the No Action condition. Therefore, the Proposed Actions would not result in any direct residential or business displacement on the Project Site. The With Action includes a new community center that would replace the existing Madison Square Boys and Girls Club and would be located adjacent to Golconda Playground.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect residential displacement. The study area has already experienced an observable trend toward increasing rents and new market-rate development. Moreover, the Proposed Project would introduce permanently affordable units as compared to the No Action condition, which would help preserve diverse housing opportunities in the area and moderate rent increases.

INDIRECT BUSINESS DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect business displacement. While the Proposed Actions would result in the introduction of new residents and workers and generate new economic activity, the proposed commercial development is less than the CEQR thresholds requiring an analysis of indirect business displacement.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The Proposed Actions would not result in a significant adverse impact on business conditions in any specific industry or any category of business, nor would the Proposed Actions indirectly substantially reduce employment or impair economic viability in any specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

The Proposed Actions would not result in significant adverse impacts related to community facilities. Based on preliminary screening assessments, the Proposed Project would not exceed the thresholds for analysis for high schools, police, fire, or health care services. Therefore, no significant adverse impacts on these facilities would occur as a result of the Proposed Actions.

Because the preliminary screening indicates that the Proposed Actions would generate 95 elementary/intermediate students, which approaches the CEQR threshold of 100 elementary/intermediate students requiring further assessment, and the Proposed Actions would directly affect an existing public school, the EIS includes an assessment of the potential effects to public elementary and intermediate schools for informational purposes. Additionally, the preliminary screening identified the need to prepare a detailed analysis of public libraries and publicly funded child care facilities.

The detailed analyses concluded that the Proposed Actions would not result in significant adverse impacts on public elementary and intermediate schools, public libraries, or child care facilities.

INDIRECT EFFECTS

Public Schools

According to the *CEQR Technical Manual*, for elementary and intermediate schools, a significant adverse impact may occur if a project would result in both of the following conditions: (1) a utilization rate of the elementary and/or intermediate school that is equal to or greater than 100 percent in the With Action condition; and (2) 100 or more new students generated from the project past the 100 percent utilization rate.

Elementary Schools

CSD 13, Subdistrict 2 elementary schools would continue to operate with available capacity in the With Action and No Action conditions. Utilization of Subdistrict 2 elementary schools would decrease from a No Action condition utilization rate of approximately 65.5 percent to a With Action condition utilization rate of approximately 61.9 percent, with approximately 1,629 available elementary school seats in the With Action condition. In the With Action condition, elementary schools in CSD 13, Subdistrict 2 would continue to operate with available capacity. Therefore, no significant adverse impacts to elementary schools in CSD 13, Subdistrict 2 would occur as a result of the Proposed Actions.

Intermediate Schools

Intermediate schools in CSD 13, Subdistrict 2 would continue to operate with available capacity in the With Action and No Action conditions. Utilization of Subdistrict 2 intermediate schools would decrease from a No Action condition utilization rate of approximately 53.4 percent to a With Action condition utilization rate of approximately 44.7 percent, with approximately 934 available intermediate school seats in the With Action condition. In the With Action condition, intermediate schools in CSD 13, Subdistrict 2 would continue to operate with available capacity. Therefore, no significant adverse impacts to intermediate schools in CSD 13, Subdistrict 2 would occur as a result of the Proposed Actions.

Libraries

The Proposed Actions would not result in a significant adverse impact to public libraries. Three Brooklyn Public Library (BPL) branches are located within a 0.75-mile radius of the Project Site: the Adams Street branch, the Walt Whitman branch, and the Brooklyn Heights branch. The Proposed Actions are expected to introduce approximately 2,879 additional residents to the Walt Whitman branch's catchment area (compared to the No Action condition). The catchment area population of the Walt Whitman branch is expected to increase by three percent in the With Action condition, which is less than a five percent increase in population, which is the threshold for a significant adverse impact. Therefore, the additional residential population introduced by the Proposed Actions is not expected to result in a significant adverse impact on public libraries.

Publicly Funded Early Childhood Programs

The Proposed Actions would not result in a significant adverse impact on publicly funded early childhood programs. According to the *CEQR Technical Manual*, a significant adverse impact to early childhood programs could result if a project results in: (1) a collective utilization rate greater than 100 percent in the With Action condition; and (2) the demand constitutes an increase of five percent or more in the collective capacity of publicly funded early childhood programs serving the study area over the No Action condition. For CEQR analysis purposes, it is assumed that 20 percent of the total 1,502 DUs (i.e., 302 DUs) would be affordable to households making 60 percent or less of the

AMI (which is used as a proxy for eligibility for publicly funded early childhood programs), thereby introducing approximately 35 children potentially eligible for publicly funded early childhood programs to the study area. The analysis determined that under the With Action condition, the study area would experience a utilization rate of 69.3 percent, an increase of approximately 1.0 percentage point over the No Action condition utilization rate of 68.3 percent. As such, the Proposed Actions would not result in a significant adverse impact on publicly funded early childhood programs.

OPEN SPACE

The Proposed Actions would result in a significant adverse impact to open space. According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources if (a) there would be direct displacement/alteration of existing publicly accessible open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbation of a deficiency in open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio, in an area that is characterized by an existing deficiency in the amount of open space currently available for residents. The decrease in total and active open space would result in the potential for a significant adverse impact.

DIRECT EFFECTS

Direct effects on public open space may occur when a project encroaches on, or causes a loss of, open space. Direct effects may also occur if public access is limited, the type and amount of public open space is changed, or if the facilities within an open space would be so changed that the open space no longer serves the same user population. Other direct effects may result from sources of noise, air pollutants, odors, or shadows on public open space, affecting its function, usability, or enjoyment.

The Proposed Project would not directly displace, limit access to, or otherwise eliminate any existing publicly accessible open space within the study area. The Proposed Actions would enhance existing open space by creating 20,896 sf (0.48 acres) of new publicly accessible open space on the Project Site that would be adjacent to Golconda Playground. The new publicly accessible open space would serve as an open space amenity for study area residents and unify Golconda Playground, Commodore Barry Park, and Farragut Houses and improve circulation throughout the neighborhood. The new publicly accessible open space would include seating and gathering areas, landscaped areas, and walkways.

The Proposed Actions would not result in a significant adverse shadow impact. While there would be an increase in shadows on open space resources, including the adjacent Golconda Playground and Commodore Barry Park, the incremental shadows would not constitute a significant adverse open space impact because the shadows would not affect the use of the open spaces. The Proposed Actions would result in project-generated shadows on several other public open spaces with sunlight-sensitive features; however, in those cases the shadows would be limited in extent and duration and would also not result in a significant adverse impact.

Based on the analyses provided for the technical areas of air quality, noise, and construction, study area open spaces would not experience significant adverse impacts associated with direct effects related to operational air quality, operational noise, or construction air quality. See "Construction," below, for an analysis of the potential for construction of the Proposed Project to result in temporary significant adverse air quality or noise impacts on open spaces.

INDIRECT EFFECTS

The Proposed Actions would generate a residential population that would place added demands on open spaces in the study area. Under existing conditions, the study area exhibits a shortfall of both total and active open space. The quantitative assessment of open space concludes that the Proposed Actions would decrease the total open space ratio by approximately 4.77 percent (to 1.650 acres per 1,000 residents) and the active open space ratio by approximately 5.28 percent (to 0.380 acres per 1,000 residents). The Proposed Actions would also decrease the passive open space ratio by approximately 4.62 percent (to 1.271 acres per 1,000 residents). As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact for total and active open space facilities, the Proposed Actions would result in a significant adverse indirect open space impact. Potential mitigation measures are discussed below in "Mitigation."

SHADOWS

The Proposed Actions would not result in a significant adverse impact related to shadows. The analysis concludes that the Proposed Project would cast incremental shadows on a number of sunlight-sensitive resources in the study area, including the adjacent Golconda Playground and Commodore Barry Park. The extent and duration of shadow would be limited and would not significantly affect these resources.

HISTORIC AND CULTURAL RESOURCES

The Proposed Actions would not result in any significant adverse impacts to historic architectural resources. In a comment letter dated December 17, 2025, LPC determined that the Project Site has no archaeological or architectural significance. As there are no archaeological or architectural resources on the Project Site, the Proposed Actions would not result in any adverse impacts to any such resources on the Project Site.

In the study area, no architectural resources would be demolished or altered. Because the Proposed Project would be constructed within 90 feet of portions of the BQE, the co-Applicants would prepare and implement a CPP in coordination with DOT prior to the start of construction activities at the Project Site. The CPP would be a PCRE and required through the Development Agreement between the ECF and 240 Nassau Street Holdings, LLC. With the preparation and implementation of a CPP for this historic architectural resource, the Proposed Actions would not be expected to result in any direct impacts to architectural resources in the study area.

The evaluation for the Proposed Actions' potential to result in indirect, or contextual, impacts determined that the Proposed Actions would not result in any significant adverse visual or contextual impacts on architectural resources in the study area. While the Proposed Project would change the context of some nearby architectural resources, it would not result in changes to an architectural resource causing the resource to become a different visual entity or isolate an architectural resource from its setting or visual relationships with the streetscape, or otherwise impact the resource's visual prominence. Further, the Proposed Project would not obstruct public views to historic architectural resources. Therefore, the Proposed Actions would not result in indirect adverse impacts to any of the architectural resources located in the study area. Overall, the Proposed Actions would not introduce incompatible visual, audible, or atmospheric elements to a historic resource's setting. With the implementation of a CPP for the portions of the BQE within 90 feet of the Project Site, the Proposed Actions would not result in any significant adverse impacts to historic and cultural resources in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The Proposed Actions would not result in a significant adverse impact to urban design or visual resources in the study area. With the Proposed Actions, four new buildings—Buildings 1, 2, 3, and 4—would be developed on the Project Site along with approximately 20,896 square feet (sf), or 0.48 acres, of new, publicly accessible open space and approximately 16,154 sf, or 0.37 acres, of new private open space.

In the With Action condition, the redevelopment of the Project Site with four new buildings would not alter street orientation, street patterns, block shapes, or natural resources in the study area. While the new buildings would be substantially taller than the buildings they would replace, the new buildings would be compatible with the study area's urban design which does not have a cohesive character but is transitional, comprising a mix of building types with different massings, heights, and forms that have been built over time as the neighborhood has changed. Further, the new buildings would be located within the broader context that includes high-rise buildings to the west and in Downtown Brooklyn to the south.

The new buildings would range in height from eight stories (Building 2, approximately 150 feet tall, inclusive of the bulkhead) to 73 stories (Building 3, approximately 820 feet tall; 840 feet to the top of the bulkhead). The two tallest buildings—Building 1 at 63 stories (approximately 718 feet tall, approximately 738 feet to the top of the bulkhead) and Building 3—would have three-story (approximately 60-foot-tall) base heights that would create visual breaks in the massings. Building 2, as described above, and Building 4 (18 stories, approximately 235 feet tall and approximately 265 feet to the top of the bulkhead) would be compatible with the heights of the taller buildings in the study area, including the 14-story (approximately 178-foot-tall) Farragut Houses buildings across Nassau Street to the north, and to the southwest, the 13-story, approximately 152-foot-tall building at 257 Gold Street, and the eight-story, approximately 93-foot-tall warehouse at 14 Prince Street. Further, the siting of the buildings at the perimeter of the Project Site and their programming with ground floor amenities opening toward the adjacent streets maximize the amount of publicly

accessible open space on the Project Site, while enhancing the pedestrian experience on the Project Site and in the study area, as described below. Therefore, while the new buildings would introduce new, tall buildings to the study area, these changes would not be adverse as the new buildings would be compatible with the transitional character of the Project Site and the Proposed Project is being designed to enhance the pedestrian experience.

The new publicly accessible open space on the Project Site would provide visual interest and enhance the pedestrian experience in the study area near the Project Site. As described below, with respect to the site plan, the historic street grid would be reintroduced to the Project Site for pedestrian use, with a north-south corridor on the western portion of the Project Site and a new east-west corridor that would establish midblock visual and physical connections to the Farragut Houses complex to the north, Golconda Playground to the west, and Commodore Barry Park to the east. Further, the configuration of the proposed buildings would maximize the creation of on-site publicly accessible open space and increase neighborhood connectivity. The new publicly accessible open space would include approximately 0.48 acres (approximately 20,896 sf) of passive open space that would support accessibility from the Project Site and study area, enhancing the pedestrian experience of urban design.

The Project Site's location at the edge of Downtown Brooklyn adjacent to the BQE, south of the Brooklyn Navy Yard, and two mapped Parks is well positioned to support new development at higher densities. The Project Site has frontage along three wide streets and is proximate to transit, including subway stations, the NYC Ferry landing within the Brooklyn Navy Yard, and several local bus routes. Therefore, the introduction of new, tall buildings to the study area would be compatible with the study area's urban design which does not have a cohesive character but is transitional, comprising a mix of building types with different massings, heights, and forms that have been built over time as the neighborhood has changed. The new buildings would also be located within the broader context that includes high-rise buildings to the west and in Downtown Brooklyn to the south. In addition, the new open space components and corridors on the Project Site would enhance urban design conditions of the study area by activating the public realm with amenities and connections between the Project Site and the study area. Therefore, the Proposed Actions would not result in any significant adverse impacts to urban design.

There are no visual resources on the Project Site or in the study area. The redevelopment of the Project Site with four new buildings would not adversely affect views along view corridors or obstruct views to any visual resources as there are no visual resources on the Project Site or in the study area. In addition, the approximately 20,896 sf (approximately 0.48 acres) of new publicly accessible open space on the Project Site is being designed to include a north-south and east-west corridor that would establish midblock visual and physical connections to Golconda Playground to the west, the Farragut Houses complex to the north, and Commodore Barry Park to the east. Further, the configuration of the proposed buildings would maximize the creation of on-site publicly accessible open space and increase neighborhood connectivity.

HAZARDOUS MATERIALS

The Proposed Actions would not result in a significant adverse hazardous materials impact. The Project Site was historically developed with a mix of residential, commercial, and industrial/manufacturing uses, including petroleum storage sites with releases, gasoline filling stations, dry cleaners, metal works, and foundries.

In the With Action condition, the Project Site would be developed with a mixed-use development with four new buildings totaling approximately 1.7 million gsf. Redevelopment would involve site-wide excavation of subsurface materials at the Project Site to allow for construction of the new buildings. Although these activities could temporarily increase pathways for human exposure to any contaminated materials present in the existing structure or the subsurface by on-site workers, exposure to them and the surrounding community would be mitigated by incorporating the following into the Proposed Project:

To avoid any potential for hazardous materials exposure on the Project Site, an (E) Designation (E-921) for hazardous materials would be placed on Block 110, Lot 25 and Block 111, Lot 1 to ensure that remediation is completed in accordance with the requirements of OER. A hazardous materials (E) Designation, a mechanism that ensures the testing for, and remediation of, hazardous materials is completed as part of the future development of a site, would thereby minimize the potential for a hazardous materials impact and ensure the protection of human health and the environment. Redevelopment of a site with an (E) Designation for hazardous materials will require review from OER and documentation of hazardous materials exposure mitigation prior to the issuance of DOB permits.

The Proposed Actions may temporarily increase exposure pathways for hazardous materials. However, the implementation of E-921 would ensure that investigation, mitigation, and remediation of any hazardous materials occurs in a safe and comprehensive manner. Therefore, the Proposed Actions would not result in any significant adverse impacts with respect to hazardous materials at the Project Site.

WATER AND SEWER INFRASTRUCTURE

The Proposed Actions would not result in significant adverse impacts to wastewater and stormwater conveyance and treatment infrastructure. The Proposed Actions would result in increased flows to the City's combined sewer system during rain events due to an increase in sanitary flow at the Project Site. However, the Proposed Project would incorporate best management practices (BMP) to meet the City's site connection requirements and compliance with the Unified Stormwater Rule. The BMPs would result in decreased peak stormwater runoff rates compared to existing conditions. Therefore, the Proposed Actions would not contribute to increased combined sewer overflow (CSO) events. In addition, because of the available capacity at the Newtown Creek Wastewater Resource Recovery Facility (WRRF) and the incorporation of BMP measures, the Proposed Actions would not result in significant adverse impacts to wastewater and stormwater conveyance and treatment infrastructure.

TRANSPORTATION

The Proposed Actions have the potential to result in significant adverse impacts related to traffic, subway station elements, and pedestrian elements (sidewalks, corner reservoirs, and crosswalks). Detailed analyses were prepared for vehicular traffic, transit, pedestrians, street user safety, and parking. The results of the transportation analyses are summarized below.

TRAFFIC

Traffic conditions were evaluated at 15 intersections. Significant adverse traffic impacts were identified at nine intersections in the weekday AM peak hour, four intersections in the weekday midday peak hour, 11 intersections in the weekday PM peak hour, and six intersections in the Saturday peak hour.

Table 3 summarizes the projected significant adverse traffic impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table 3
Summary of Significant Adverse Traffic Impacts

Analysis Peak Hour	Total No. of Impacted Intersections/ Lane Groups
Weekday AM	9/19
Weekday Midday	4/6
Weekday PM	11/22
Saturday	6/8
Totals During Any Peak Hour	11/27

TRANSIT

Detailed analysis was conducted for the York Street subway station, and subway line-haul conditions on the F subway line. Although no line-haul conditions would be impacted in the AM or PM peak hours on the F subway line and no York Street subway station elements would be impacted in the AM peak hour, a significant adverse impact was identified for two stairway elements in the PM peak hour. Potential improvement measures that may be implemented to mitigate these impacts are discussed in "Mitigation."

PEDESTRIANS

Weekday and Saturday pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations, including 45 sidewalks, 42 corners, and 28 crosswalks. Significant adverse impacts were identified for seven sidewalks, zero corners, and five crosswalks during the weekday AM peak hour; four sidewalks, zero corners, and zero crosswalks during the weekday midday peak hour; eight sidewalks, two corners, and six crosswalks during the weekday PM peak hour; and four sidewalks, zero corners, and zero crosswalks during the Saturday peak hour. **Table 4** summarizes the projected significant adverse pedestrian impacts. Potential improvement measures that may be implemented to mitigate the impacts are discussed in "Mitigation."

Table 4
Summary of Significant Adverse Pedestrian Impacts

Peak Hour	Sidewalks	Corners	Crosswalks	Total
Weekday AM	7	0	5	12
Weekday Midday	4	0	0	4
Weekday PM	8	2	6	16
Saturday	4	0	0	4
Totals During Any Peak Hour	8	2	7	17

STREET USER SAFETY

Crash data for the study area intersections were obtained from DOT for the period between January 1, 2019, and December 31, 2019, and from January 1, 2023, and December 31, 2024. During this period, a total of 871 crashes, zero fatalities, 227 injuries, and 55 pedestrian/bicyclist-related crashes occurred at the intersections within a ¼-mile radius of the Project Site. A rolling yearly total of crash data identifies one study area intersection as a high crash location. A summary of the identified high crash location, based on *CEQR Technical Manual* criteria, prevailing trends, project-specific effects, and recommended safety measures is provided in Table 5.

Table 5
Summary of High Crash Location and Recommended Safety Measures

High Crash Intersection	Prevailing Trends	Anticipated Background and Project Changes	Recommended Safety Measures
Navy Street and Nassau Street / Flushing Avenue	Conflicting vehicles with pedestrians	Incremental trips: 195 vehicles and 270 pedestrians per hour	Restripe faded north and east crosswalks
Source: DOT January 1, 2019 to December 31, 2019, January 1, 2023 to December 31, 2024 crash data.			

PARKING

In the 2033 With Action condition, utilization at public off-street parking facilities within ¼-mile of the Project Site is expected to be below capacity during each of the five analysis time periods. Specifically, public parking utilization is projected to be 90, 85, 57, 42, and 65 percent during the weekday AM, weekday midday, weekday PM, weekday overnight, and Saturday time periods, respectively. The parking demand generated by the Proposed Project would be accommodated by the available off-street parking spaces within a ¼-mile of the Project Site.

AIR QUALITY

The Proposed Actions would not result in a significant adverse air quality impact. The analysis of projected mobile source emissions generated by the Proposed Project determined that maximum concentrations of CO due to project-generated traffic at intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS), and further, CO concentrations were predicted to be below CEQR *de minimis* criteria. For PM_{2.5}, the results showed that for the With Action condition, the maximum daily (24-hour) and annual PM_{2.5} incremental concentrations are predicted to be below the *de minimis* criteria. The analysis of the elevated section of the BQE on the Proposed Project determined that CO and PM_{2.5} concentrations at the proposed buildings near the elevated roadway would be well below the NAAQS in the With Action condition. Therefore, no potential significant adverse air quality impacts from these emission sources would occur due to the Proposed Actions.

A review of manufacturing and processing emission sources within a 400-foot study area, and large and major sources of emissions within 1,000 feet of the Project Site, was performed. No existing or potential sources of industrial emissions were identified, and no large or major sources of emissions were identified. Therefore, no analysis of the potential impacts of these emissions was required, and no potential significant adverse air quality impacts from these emission sources would occur due to the Proposed Actions.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The Proposed Actions would not result in significant adverse impacts to greenhouse gas emissions or climate change. To determine the potential for significant impacts, an individual project's consistency with the City's emission reduction goals is considered. The Proposed Project would have fully electric, energy efficient heating, ventilation, and air conditioning (HVAC) systems. Additionally, by virtue of its transit-rich location and the nature of construction in New York City, which includes measures to reduce direct and embodied emissions, the Proposed Project would align with the City's emissions reduction goals. Therefore, the Proposed Actions would not result in a significant adverse impact on GHG emissions or climate change.

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 6,936 metric tons of carbon dioxide equivalent (CO₂e) emissions per year in the 2033 analysis year. The Proposed Project is designed with the goal of achieving certification under the Leadership in Energy and Environmental Design (LEED) v4.1 Communities framework. Consequently, the design would target energy efficiency measures, support for transit alternatives, and carbon emission reductions consistent with the City's goals. In addition, future emissions associated with the Proposed Project's consumption of grid electricity are expected to decrease as New York State and New York City target 100 percent renewable electricity; this would result in a significant reduction of emissions associated with the buildings' electricity consumption.

Specific energy efficiency measures and design elements that may be implemented with the Proposed Project are being evaluated as the project design moves forward. At a minimum, the Proposed Project aims to achieve the energy efficiency requirements of the New York City Building Code. In 2020, as part of the City's implementation of strategies aimed at achieving the *OneNYC* GHG reduction goals, the City brought the New York City Energy Conservation Code (NYCECC) up to date with the 2020 Energy Conservation Code of New York State (2020 ECCNYS), which substantially increased the stringency of the building energy efficiency requirements by adopting the ASHRAE 90.1-2016 standard as a benchmark and aligning with NYStretch Energy Code 2020, as developed by the New York State Energy Research and Development Authority (NYSERDA).

Additional sustainable design features that are being evaluated for the Proposed Project would, among other benefits, result in lower GHG emissions. Most significantly, the Proposed Project is anticipated to utilize fully electrified HVAC systems—eliminating the need for on-site fossil fuel consumption for normal operations. The construction of the proposed school building would be designed in accordance with the SCA's *NYC Green Schools Guide*⁴ sustainability rating system—including building electrification, compliance with local New York City green building requirements, refrigerant management, and achieving a minimum energy performance beyond the New York City energy code.

Overall, the Proposed Project would be designed to comply with New York City's carbon intensity limits designed to reduce building emissions within the City and achieve its sustainability goal of net zero emissions (carbon neutral) by 2050.

The Proposed Project would also align with other GHG goals by virtue of its proximity to public transportation, commitment to construction air quality controls and recycling construction materials, and the fact that, as a matter of course, construction in New York City uses recycled steel and includes cement replacements.

The Proposed Project would be designed to provide resilience protections up to 16 feet NAVD88 and flood protection for commercial, lobby, and other non-critical non-residential spaces, and may include additional adaptive measures like flood gates or removable barriers should this be necessary in the future to accommodate increased flood elevations throughout the end of the century. Additionally, the proposed school building would be designed to manage rainwater and urban heat impacts, consistent with the *NYC Green Schools Guide*.

Together, these factors demonstrate that the Proposed Project is consistent with the City's sustainability and resiliency policies, designed to meet the GHG reduction goals, and incorporates future climate conditions into the design. Consequently, the Proposed Project demonstrates that it would not interfere with the attainment of the statewide GHG limits for 2030 or 2050.

4 New York City Department of Education and SCA. *New York City Green Schools Guide 2019*. Updated April 4, 2025

within the new buildings on the Project Site that are acceptable and in accordance with the *CEQR Technical Manual* guidance. Because the dominant noise source is traffic, the *CEQR Technical Manual* has noise attenuation values for buildings based on exterior $L_{10(1)}$ noise levels for the purposes of achieving interior noise levels of 45 dBA or lower for residential, classroom, or community facility uses and 50 dBA or lower for office, administrative, or laboratory uses. The With Action condition $L_{10(1)}$ noise levels were determined by adjusting the existing noise measurements to account for increases in traffic in the future with the Proposed Actions based on the Noise Passenger Car Equivalent (PCE) proportional analysis results, including the noise contribution from vehicular traffic on adjacent roadways, and by calculating the cumulative noise level in the future condition based on the future vehicular traffic noise on adjacent roadways as well as the proposed rooftop playground. No significant increases in noise levels were predicted to occur at any noise-sensitive receptors as a result of the Proposed Actions.

Based on the projected noise levels for the With Action condition, up to 31 dBA window-wall attenuation would be required to achieve acceptable interior noise levels in the Project Site buildings per the *CEQR Technical Manual* noise exposure guidance. To ensure window-wall attenuation at the proposed buildings in the Project Site, an (E) Designation (E-921) for noise would be applied, specifying the required amount of window/wall attenuation. With implementation of these attenuation levels, the Project Site buildings would provide sufficient window-wall attenuation to achieve the *CEQR Technical Manual* interior noise level guidelines. Therefore, the identified significant adverse noise increases would not constitute a significant adverse noise impact, nor would predicted noise levels at any other receptors rise to the level of a significant adverse impact.

Noise exposure at newly introduced publicly accessible open space was determined to be greater than the threshold considered acceptable for "open space areas requiring serenity and quiet"; however, it is comparable to typical open space areas in New York City proximate to heavily trafficked roadways.

PUBLIC HEALTH

The Proposed Actions would not result in a significant adverse public health impact. The EIS concluded that the Proposed Actions would not result in unmitigated significant adverse impacts in the areas of air quality, water quality, and hazardous materials.

The analysis presented below in "Construction," determined that construction activities would result in an unmitigated significant adverse construction-period noise impact at receptors adjacent to the work areas for the Proposed Actions. However, construction of the Proposed Project would not result in chronic exposure to high levels of noise, prolonged exposure to noise levels above 85 dBA, or episodic and unpredictable exposure to short-term impacts of noise at high decibel levels. Consequently, construction of the Proposed Project would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The Proposed Actions would not result in a significant adverse impact associated with neighborhood character. The Proposed Actions would enhance the neighborhood character of the study area by reinforcing the defining features of the neighborhood, which include a predominantly residential and community character and a variation of built forms. The Proposed Actions would enhance the defining features of neighborhood character by supporting land uses that reinforce the residential and community character of the neighborhood, allowing new development at greater densities while maintaining consistency with prevailing urban design conditions, and facilitating a site plan that improves pedestrian and visual connections throughout the neighborhood.

The Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; community facilities and services; historic and cultural resources; urban design and visual resources; shadows; and noise. Although significant adverse impacts would occur with respect to open space and transportation, these impacts would not result in a significant change to the determining elements of neighborhood character.

CONSTRUCTION

Construction associated with the Proposed Project would result in temporary disruptions in the surrounding area. As described below, the Proposed Actions would result in significant adverse impacts to construction transportation (traffic and pedestrians) and noise, as summarized below.

TRANSPORTATION

Potential transportation-related impacts were assessed for two separate construction sequences. The first construction sequence

would occur during the construction of Buildings 1 and 2, and the second construction sequence would occur during the construction of Buildings 3 and 4. During the first construction sequence, construction worker and truck trips supporting the construction of Buildings 1 and 2 were compared against the No Action condition with the existing public and charter schools still operational, and with the construction of an as-of-right residential development at Building 1. No significant adverse impacts during the first construction sequence were identified for traffic, pedestrians, transit, or parking.

During the second construction sequence, construction worker and truck trips supporting the construction of Buildings 3 and 4 and the operational trips generated by Buildings 1 and 2 were compared against the No Action condition with the existing public and charter schools still operational and the as-of-right residential development at Building 1 also operational. No significant adverse impacts during the second construction sequence were identified for transit or parking. For traffic and pedestrians, the combination of the construction and operational trip increments during the construction peak hours would result in trip increments that would be fewer than those in the operational peak hours. Therefore, the anticipated traffic and pedestrian impacts would be within the envelope of those identified above in "Transportation," and the corresponding mitigation measures identified in "Mitigation," to mitigate the projected traffic and pedestrian impacts to the extent practicable would be used to address temporary traffic and pedestrian impacts during the second construction sequence.

AIR QUALITY

Measures would be taken to reduce pollutant emissions during construction of the Proposed Project in accordance with all applicable laws, regulations, and building codes. These include the use of ultra-low sulfur diesel (ULSD) fuel, dust suppression measures, idling restrictions, and diesel equipment reduction. In addition, construction of the Proposed Project would use newer equipment (i.e., equipment meeting the U.S. Environmental Protection Agency's [EPA] Tier 4 emission standard) to further reduce air pollutant emissions. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both non-road and on-road sources determined that particulate matter ($PM_{2.5}$ and PM_{10}), annual average nitrogen dioxide (NO_2), and CO concentrations would be below their corresponding NAAQS or *de minimis* thresholds, respectively. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts due to construction sources.

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Measures would be taken to reduce pollutant emissions during construction of the Proposed Project in accordance with all applicable laws, regulations, and building codes. These include the use of ultra-low sulfur diesel (ULSD) fuel, dust suppression measures, idling restrictions, and diesel equipment reduction. In addition, construction of the Proposed Project would use newer equipment (i.e., equipment meeting the U.S. Environmental Protection Agency's [EPA] Tier 4 emission standard) to further reduce air pollutant emissions. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both non-road and on-road sources determined that particulate matter ($PM_{2.5}$ and PM_{10}), annual average nitrogen dioxide (NO_2), and CO concentrations would be below their corresponding NAAQS or *de minimis* thresholds, respectively. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts due to construction sources.

NOISE

Construction under the Proposed Actions is predicted to result in elevated noise levels at several analyzed receptors, which represent the noise-sensitive uses (e.g., residences, schools, outdoor recreational spaces, etc.) that would experience the maximum cumulative construction noise levels. Specifically, construction is predicted to result in a temporary significant adverse construction noise impact—noticeable and potentially intrusive noise level increases and total noise levels that would be considered between "marginally unacceptable" and "clearly unacceptable."

At other receptors, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible. However, at these receptors, maximum noise level increases would not be considered objectionable and would therefore not rise to the level of a significant impact according to the impact criteria described below. Further, construction would comply with *New York City Noise Control Code* regulations. In accordance with *New York City Noise Control Code* regulations, a Construction Noise Mitigation Plan would be prepared, which could identify more control measures that would further reduce construction noise levels.

EFFECTS ON DISADVANTAGED COMMUNITIES (DAC)

The Proposed Project would not cause or increase a disproportionate pollution burden on a DAC because it would not result in significantly greater pollution burdens on DACs compared with non-DACs.

MITIGATION

Based on the analysis performed for the DEIS, the Proposed Actions are anticipated to result in significant adverse impacts related to open space, transportation, and construction period transportation and noise. Mitigation measures to address the significant adverse impacts, where feasible and/or practical, are described below. ECF, as the lead agency, will coordinate with City agencies and further examine and refine these recommended mitigation measures between the DEIS and FEIS. If no feasible and practicable mitigation can be identified, the impacts would remain unavoidable significant adverse impacts of the Proposed Actions.

OPEN SPACE

As detailed above in "Open Space," the Proposed Actions would result in a significant adverse impact on open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio. According to the *CEQR Technical Manual*, if a study area exhibits a low open space ratio, which occurs with the Proposed Actions, a reduction as small as 1 percent may be considered significant. As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact related to total and active open space, and the study area would continue to be deficient in the amount of total and active open space available to residents, the Proposed Actions would result in a significant adverse indirect open space impact.

The *CEQR Technical Manual* identifies a range of potential mitigation measures for an open space impact, which may include, but are not limited to, creating new open space within the study area; funding improvements to existing open space, or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area. The Proposed Project would add approximately 0.48 acres (20,896 square feet) of publicly accessible passive open space throughout the Project Site, including areas adjacent to Golconda Playground, which is maintained by NYC Parks. Potential mitigation measures to address the significant adverse open space impact could include programming active open space features into the Proposed Project's network of publicly accessible open space and/or funding improvements to adjacent Golconda Playground and potentially other nearby open spaces. ECF, as lead agency, 240 Nassau Street Holdings, LLC, and NYC Parks will explore potential mitigation measures to address the significant adverse open space impact between the DEIS and FEIS. If no feasible mitigation measures are identified, the significant adverse open space impact would be unmitigated and constitute an unavoidable adverse impact of the Proposed Actions.

TRANSPORTATION**Traffic**

Traffic conditions were evaluated at 15 intersections for the 2033 With Action condition and significant adverse traffic impacts were identified at: nine intersections in the weekday AM peak hour; four intersections in the weekday midday peak hour; 11 intersections in the weekday PM peak hour; and six intersections in the Saturday peak hour. Signal timing measures were recommended to address the significant adverse traffic impacts and are detailed in **Tables 6a through 6d**.

Table 6a
Recommended Traffic Mitigation Measures
Weekday AM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 2 seconds of green time from the NB R phase to the EB/WB phase	EB/WB: Green = 24 s NB: Green = 33 s NB R: Green = 17 s

Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the SB phase to the EB/WB phase	NB/SB T/SB R: Green = 57 s EB/WB: Green = 31 s SB: Green = 10 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 59 s EB: Green = 7 s SB: Green = 32 s LPI: Green = 7 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 34 s NB/SB T/SB R: Green = 24 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Shift 1 second of green time from the SB phase to the NB/SB T/SB R phase	EB/WB: Green = 37 s NB/SB T/SB R: Green = 20 s SB: Green = 11 s LPI: Green = 7 s

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

*The mitigation measures proposed would partially mitigate the intersection.

Table 6b
Recommended Traffic Mitigation Measures
Weekday Midday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A

Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 57 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 10 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Shift 3 seconds of green time from the EB/WB phase to the NB/SB phase	EB/WB: Green = 30 s LPI: Green = 7 s NB/SB: Green = 36 s LPI: Green = 7 s
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 36 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval			

Table 6c
Recommended Traffic Mitigation Measures
Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 17 s NB: Green = 40 s NB R: Green = 17 s	Unmitigated* Shift 3 seconds of green time from the NB R phase to the EB/WB phase and shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 20 s NB: Green = 41 s NB R: Green = 13 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 55 s EB/WB: Green = 32 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated* Shift 1 second from the WB phase to the NB/SB phase	WB: Green = 39 s NB/SB: Green = 34 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 56 s EB: Green = 7 s SB: Green = 35 s LPI: Green = 7 s

Table 6c
Recommended Traffic Mitigation Measures
Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 23 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street and Tillary Street/Park Avenue (North)	WB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street and Tillary Street/Park Avenue (South)	EB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Unmitigated	N/A
Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval *The mitigation measures proposed would partially mitigate the intersection.			

Table 6d
Recommended Traffic Mitigation Measures
Saturday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 22 s NB: Green = 34 s NB R: Green = 18 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A

Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 56 s EB/WB: Green = 31 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 54 s EB: Green = 7 s SB: Green = 34 s LPI: Green = 10 s

Table 6d
Recommended Traffic Mitigation Measures
Saturday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 2 seconds of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 11 s LPI: Green = 7 s

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

The following impacts identified would be unmitigated: six intersections in the weekday AM peak hour; one intersection in the weekday midday peak hour; nine intersections in the weekday PM peak hour; and two intersections in the Saturday peak hour.

The proposed signal timing measures are subject to modification and approval of DOT prior to implementation. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated. At certain intersections, where no mitigation measures can be identified to address projected impacts, or where mitigation measures identified could only partially mitigate impacts, those impacts would remain unmitigated.

Effects of Traffic Mitigation on Pedestrian Operations

Intersection operations would generally improve or remain unchanged with the implementation of the recommended traffic mitigation measures, such as signal timing shifts. None of the traffic mitigation measures were found to result in additional significant adverse pedestrian impacts that warrant additional pedestrian mitigation measures.

Transit

The Proposed Actions are not expected to result in significant adverse subway line-haul impacts to the F subway line. However, significant adverse impacts to some vertical circulation elements at the York Street subway station may potentially occur. In the With Action condition, project-generated subway trips would result in significant adverse impacts for street-level stairs and platform stairs at the York Street station. Possible measures to mitigate potential transit impacts will be evaluated between DEIS and FEIS in coordination with New York City Transit (NYCT). If no feasible mitigation measures are identified between DEIS and FEIS, the impact associated with the York Street subway station stairway in the weekday PM peak hour would be unmitigated.

Pedestrians

Detailed analyses of pedestrian conditions were prepared for study areas consisting of 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks. This information is summarized in **Table 7**.

Table 7
Summary of Pedestrian Mitigation Analysis Results

Analysis Peak Hour	Sidewalks			Corners			Crosswalks		
	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated
Weekday AM	7	0	7	0	0	0	5	4	1
Weekday Midday	4	0	4	0	0	0	0	0	0
Weekday PM	8	0	8	2	2	0	6	4	2
Saturday	4	0	4	0	0	0	0	0	0

Notes: In total, 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks were included in the pedestrian study area for analysis for the Proposed Project.

Significant adverse pedestrian impacts were identified at:

- Seven sidewalks, zero corners, and five crosswalks in the weekday AM peak hour;
- Four sidewalks, zero corners, and zero crosswalks in the weekday midday peak hour;
- Eight sidewalks, two corners, and six crosswalks in the weekday PM peak hour; and
- Four sidewalks, zero corners, and zero crosswalks in the Saturday peak hour.

The majority of the crosswalk impacts identified for the Proposed Project were determined to be fully mitigated in the weekday AM and PM peak hours, and all corner impacts identified for the Proposed Project were determined to be fully mitigated in the weekday PM peak hour, while all of the sidewalk impacts identified in all peak hours were determined to be unmitigated. Readily implementable mitigation measures for sidewalk impacts typically consist of removing temporary or moveable obstructions. However, all unmitigated sidewalk impacts were due to unmovable objects such as trees, food carts, road signs, utility poles, NYPD parked vehicles, walls, and buildings and the opposing distance to street curbs, which are not readily moveable. Readily implementable mitigation measures for crosswalk impacts typically consist of modifying signal timings to add capacity to the crosswalk for pedestrians, shortening the crossing length, or widening the crosswalk to add area to the crosswalk for additional pedestrian capacity. However, at unmitigated locations, existing geometric or signal timing constraints would not allow for implementation of readily implementable crosswalk mitigation measures.

Table 8 itemizes the mitigation measures recommended to address the identified impacts under the Proposed Project. Signal timing modifications were recommended to fully mitigate impacts where appropriate. With the implementation of these measures, which are subject to modification and approval of DOT prior to implementation, most of the significant adverse pedestrian crosswalk and corner impacts identified could be fully mitigated, while all of the significant adverse pedestrian sidewalk impacts could not be fully mitigated. Implementation of the proposed mitigation measures is subject to review and approval by DOT. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated.

Table 8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Weekday AM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated

Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	North Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated

Table 8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Weekday Midday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated

Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Weekday PM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated

Table 8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Corner			
Gold Street and Sands Street	Southwest Corner	Shift 1 second FDW to Walk for East and West Crosswalks (Crosswalk Mitigation); Shift 2 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated

Gold Street and Tillary Street (Westbound)	Northeast Corner	Shift 4 seconds of green time from the Eastbound/ Westbound phase to the Southbound phase (Traffic Mitigation)	Fully Mitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*
Gold Street and Concord Street	East Crosswalk	None	Unmitigated
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
	West Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Saturday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Note: *The mitigation measures proposed would partially mitigate the impact. FDW = "Flashing Don't Walk" signage			

Effects of Pedestrian Mitigation on Traffic Operations

Since the recommended pedestrian mitigation measures involve shifts of signal timing from 'flashing don't-walk' (FDW) to 'walk' phases, they would not have any effect on traffic operations. Therefore, these pedestrian mitigation measures were determined to not result in any new significant adverse traffic impacts.

CONSTRUCTION

Transportation

The Proposed Actions would result in significant adverse traffic and pedestrian impacts during construction. These anticipated traffic and pedestrian impacts would be within the envelope of those identified by the Transportation analysis and the corresponding mitigation measures described therein to mitigate the projected traffic and pedestrian impacts. Such mitigation measures would be used to the extent practicable to address the temporary traffic and pedestrian impacts during the second construction sequence.

Noise

The construction analysis identified the potential for construction noise impacts at three receptors near or on the Project Site, i.e., at the fifth floor of the south façade of the NYCHA Farragut Houses Building 1 along Nassau Street, the easternmost portion of the south façade and southernmost portion of the east façade of the future Building 1 on the Project Site, and the south façade, the southernmost portion of the western façade, and the southernmost portion of the eastern façade of the future Building 2 on the Project Site. At these receptors, construction would produce noise level increases that would be noticeable and potentially intrusive during the most noise-intensive nearby construction activities; however, the predicted maximum levels would not persist throughout construction, and the noise levels would fluctuate over the course of the construction period. While the greatest levels of construction noise would not persist throughout construction, these receptors would experience construction noise levels whose magnitude and duration could constitute significant adverse impacts.

However, construction would comply with New York City Noise Control Code regulations. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Control Code. These measures would include a variety of source and path controls and would include the use of site-perimeter noise barriers at least 12 feet in height and cantilevered towards the work areas during construction of the proposed Buildings 1 and 2, which would be considered beyond the requirements of New York City regulations. The results of the construction noise analysis assume that each of the measures would be implemented.

Mitigation measures to control noise could also be offered during construction of the Proposed Project at the receptors predicted to experience impacts, which are shown in **Table 9**.

Table 9
Significant Adverse Construction Noise Impact Locations

Receptors	Address	Land Use	Façade(s)
13, 15, 16 (floor 5 only)	Farragut Houses Building 1 – 237 Nassau Street	Residential	South (construction-facing)
80, 81	Future Building 1	Residential, Community Facility, and Cultural	South, southern half of West
86-89 and 93	Future Building 2	School	South, southern half of East and West

As partial mitigation for the predicted temporary construction noise impacts, the co-Applicants would offer compensation for provision of storm windows for façades that do not already have insulated glass windows and/or window air conditioning unit on fifth floor residences on impacted façades of the Farragut Houses Building 1 that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 25 to 31 dBA less than exterior noise levels. However, the impacted façades of future Buildings 1 and 2 would result in interior noise levels up to 55 dBA L₁₀, which is up to 10 dBA greater than the level considered acceptable according to *CEQR Technical Manual* noise exposure guidelines. Consequently, the temporary significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus unavoidable as discussed below in "Unavoidable Adverse Impacts."

ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative examines future conditions in 2033 on the Project Site but assumes the absence of the Proposed Actions (i.e., none of the discretionary land use and other approvals). Under the No Action Alternative, existing zoning would remain unchanged and would continue to govern development on the Project Site. It is anticipated that the existing schools (P.S. 287 and the Community Roots Charter School) on Block 111, Lot 1 would remain; and the Madison Square Boys and Girls Club on Block 110, Lot 25 would be closed. Block 110, Lot 25 will be developed with an as-of-right seven-story, 75-foot building (110 feet including bulkhead) containing approximately 83,500 gsf of residential space (approximately 84 DUs) that complies with the current R6 zoning regulations. The No Action estimated population is approximately 171 residents and 75 workers on the Project Site.

Unlike the Proposed Actions, the No Action Alternative would not result in significant adverse impacts to open space, transportation (traffic, transit, and pedestrians), and construction (traffic, pedestrians, and noise). The No Action Alternative includes substantially less development and at a smaller scale when compared to the Proposed Actions. The No Action Alternative would introduce a smaller population to the Project Site as compared to the Proposed Actions and would result in slightly higher open space ratios for the ½-mile study area. The No Action Alternative would place less demand on area open spaces and would result in fewer trips as compared to the Proposed Actions and would have overall lower traffic and pedestrian volumes. The No Action Alternative would have a shorter construction duration, and the effects of construction activity would be less than the Proposed Actions, including the duration and magnitude of construction-period noise.

None of the public benefits attributable to the Proposed Actions would occur under the No Action Alternative. These benefits include state-of-the-art school facilities for pre-Kindergarten through 8th grade, approximately 302 units of affordable housing, approximately 20,896 sf (0.48 acres) of new publicly accessible open space, and local retail, community facility and cultural space—none of which would be provided in the No Action Alternative.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the components of the Proposed Project are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Project. There is the potential for the Proposed Actions to result in unmitigated significant adverse impacts related to open space, transportation (traffic, transit, and pedestrians), and construction (traffic, transit, pedestrians, and noise). As described in "Alternatives," no reasonable alternative could be developed which eliminates these unmitigated significant adverse impacts without substantially compromising the stated goals of the Proposed Actions.

UNAVOIDABLE ADVERSE IMPACTS

A number of the potential impacts identified for the Proposed Project could be mitigated. However, as described below, in some cases, no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, or not cause other or similar significant adverse impacts. Where impacts cannot be fully mitigated, they would constitute an unavoidable significant adverse impact of the Proposed Actions.

OPEN SPACE

The Proposed Actions would result in a significant adverse impact on open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio. As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact related to total and active open space, and the study area would continue to be deficient in the amount of total and active open space available to residents, the Proposed Actions would result in a significant adverse indirect open space impact.

The *CEQR Technical Manual* identifies a range of potential mitigation measures for an open space impact, which may include, but are not limited to, creating new open space within the study area; funding improvements to existing open space, or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area. The Proposed Project would add approximately 0.48 acres (20,896 square feet) of publicly accessible passive open space throughout the Project Site, including areas adjacent to Golconda Playground, which is maintained by NYC Parks. Potential mitigation

measures to address the significant adverse open space impact could include programming active open space features into the Proposed Project's network of publicly accessible open space and/or funding improvements to adjacent Golconda Playground and potentially other nearby open spaces. ECF, as lead agency, 240 Nassau Street Holdings, LLC, and NYC Parks will explore potential mitigation measures to address the significant adverse open space impact between the DEIS and FEIS. If no feasible mitigation measures are identified, the significant adverse open space impact would be unmitigated and constitute an unavoidable adverse impact of the Proposed Actions.

TRANSPORTATION

Significant adverse transportation-related impacts were identified for the Proposed Project, and potential measures to mitigate these impacts to the extent practicable are presented above in "Mitigation." Among the significant adverse impacts, unmitigated impacts were identified for traffic, transit (subway station vertical circulation elements), and pedestrians (sidewalks, corners, and crosswalks) under the With Action condition.

Traffic

Potential improvement measures were explored to mitigate the identified significant adverse traffic impacts to the extent practicable. While implementing these measures was found to be effective to fully mitigate certain impacts, some impacts could not be mitigated with feasible improvement measures. Accordingly, unmitigated impacts would constitute unavoidable significant adverse impacts of the Proposed Actions. Unavoidable significant adverse traffic impacts were identified for six of the nine impacted intersections during the weekday AM peak hour, one of the four impacted intersections during the weekday midday peak hour, nine of the 11 impacted intersections during the weekday PM peak hour, and two of the six impacted intersections during the Saturday peak hour.

Transit

While no significant adverse impacts are anticipated for line-haul conditions on the F subway line, the Proposed Actions may potentially result in significant adverse impacts on vertical circulation elements at the York Street subway station. The identified subway station impacts at one platform stair and one street-level stair in the weekday PM peak hour were determined to be unmitigated. Possible measures to mitigate potential transit impacts will be evaluated between DEIS and FEIS in coordination with NYCT. If no feasible mitigation measures are identified between DEIS and FEIS, these projected stairway impacts in the weekday PM peak hour would be unmitigated.

Pedestrians

Potential improvement measures were explored to mitigate the identified significant adverse pedestrian impacts to the extent practicable. While implementing these measures was found to be effective to fully mitigate certain impacts, some impacts could not be mitigated. Accordingly, unmitigated impacts would constitute an unavoidable significant adverse impact of the Proposed Actions. Unavoidable significant adverse pedestrian impacts were identified for:

- All seven impacted sidewalks and one of the five impacted crosswalks during the weekday AM peak hour;
- All four impacted sidewalks during the weekday midday peak hour;
- All eight impacted sidewalks, zero of the two impacted corners, and two of the six impacted crosswalks during the weekday PM peak hour; and
- All four impacted sidewalks during the Saturday peak hour.

CONSTRUCTION

Transportation

No significant adverse impacts to traffic, pedestrians, transit, or parking were identified for the construction peak hours during the first construction sequence, while significant adverse impacts to traffic and pedestrians were identified for the construction peak hours during the second construction sequence. These unavoidable significant adverse traffic and pedestrian impacts would be within the envelope of those identified in "Mitigation" during the operational peak hours.

Noise

The Proposed Actions have the potential to result in significant adverse construction noise impacts at three receptors near or on the Project Site, i.e., the fifth floor of the south façade of the NYCHA Farragut Houses Building 1 along Nassau Street, the easternmost portion of the south façade and southernmost portion of the eastern façade of the future Building 1 on the Project Site, and the south façade, the southernmost portion of the western façade, and the southernmost portion of the eastern façade of the future Building 2 on the Project Site.

Construction noise levels of this magnitude and duration would constitute a significant adverse impact. Source or path controls beyond those already identified for the construction of the Proposed Actions would not be effective in fully mitigating the predicted construction noise impacts at these receptors.

The co-Applicants would offer compensation for provision of storm windows for façades that do not already have insulated glass windows and/or window air conditioning unit on the fifth floor of impacted façades of the Farragut Houses Building 1 that do not already have alternative means of ventilation. Additionally, the proposed future buildings predicted to experience significant adverse construction noise impacts would provide 25 to 31 dBA window-wall attenuation. Even with these measures, buildings with these constructions would be expected to experience interior $L_{10(1)}$ values greater than the 45 dBA guideline recommended for residential and community spaces according to CEQR noise exposure guidelines. As such, no reasonable alternative could be developed to avoid temporary construction noise impacts at these receptors without substantially compromising the Proposed Actions' stated goals. Because these impacts cannot be fully mitigated, the impacts would constitute an unavoidable significant adverse impact of the Proposed Actions. Further study to refine the specific construction noise mitigation measures will be undertaken between the DEIS and FEIS.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

"Growth-inducing aspects" generally refers to the potential for a proposed project to trigger additional development in areas outside the Project Site that would otherwise not have such development absent approval of the Proposed Actions. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a Proposed Project is appropriate when the project (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

The Proposed Project would result in approximately 1,502 DUs, approximately 34,000 gsf of retail space, an approximately 931-seat public school, approximately 15,000 gsf of cultural center space, and approximately 30,000 gsf of community facility space and would also result in approximately 0.85 acres of open space on the Project Site, of which approximately 0.37 acres would be private open space and approximately 0.48 acres would be publicly accessible open space. The Proposed Actions are intended to replace the existing school facility with a new modern facility, as well as increase public school capacity by approximately 210 seats, increase the supply of housing, including needed affordable housing, and provide retail and community amenities for neighborhood residents.

The Proposed Actions would not result in the direct displacement of any residential tenants as the Project Site does not currently contain residential uses, and the Proposed Actions would not result in socioeconomic changes that would alter the residential market in a manner that would lead to notable project-generated rent pressures. As the With Action condition would introduce affordable housing units, it would reduce the potential to introduce or accelerate a trend toward increases in rents as compared to the No Action condition.

The Proposed Actions would result in more intensive land uses on the Project Site. However, it is not anticipated that the Proposed Actions would generate secondary impacts resulting in substantial new development in nearby areas. Neither would the Proposed Actions introduce a new economic activity that would alter existing economic patterns in the study area. The neighborhoods surrounding the Project Site are developed with residential, commercial, and institutional buildings, and planned development expected by the 2033 analysis year would occur irrespective of the Proposed Actions. As the study area already has a well-established residential market and a critical mass of non-residential uses, including retail, office, and community facility uses, the Proposed Actions would not create the critical mass of uses or populations that would induce additional development outside the Project Site. Moreover, the Proposed Actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development; any proposed infrastructure improvements would be made to support development of only the Proposed Project. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The Proposed Actions would facilitate the Proposed Project, an approximately 1.7 million gsf mixed-use development that would

include a new school, housing, publicly accessible and private open space, and retail and community amenities. Resources, both natural and built, would be expended in the construction and operation of the Proposed Project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the Proposed Project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the Proposed Project. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The Proposed Project would constitute an irreversible and irretrievable commitment of the Project Site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term. However, the land use changes that would occur as a result of the Proposed Actions would make more efficient use of the land occupying the Project Site and the Proposed Project would be compatible in terms of use and scale with existing conditions and trends in the area as a whole. The Project Site does not possess any natural resources of significant value, and the site has in large part been previously developed.

These commitments of land resources and materials are weighed against the benefits of the Proposed Project, which would replace the existing schools with a new modern facility, and would increase public school capacity. In addition, the Proposed Actions would encourage economic development in Downtown Brooklyn by providing affordable housing, cultural center space, community facility space, and retail. Although the Proposed Project would require an irretrievable commitment of resources, it would provide public benefit in the form of a new public school, housing (including affordable housing), publicly accessible open space, local retail, and community facilities to support and ensure the long-term residential and commercial viability of Downtown Brooklyn. *

Jennifer Maldonado, Chief Executive Officer
New York City Educational Construction Fund

cc: Senator Andrew Gournardes, NYS Senate
Assembly Member Phara Souffrant Forrest, NYS Assembly
Deputy Mayor Leila Bozorg, NYC Deputy Mayor for Housing and Planning
Julie Menin, New York City Council
Crystal Hudson, New York City Council
Antonio Reynoso, Brooklyn Borough President
Lenue H. Singletary III, Chairperson, Community Board 2, Brooklyn
Sideya Sherman, Chair, City Planning Commission
Yume Kitasei, DCAS
Stephanie Shellooe, DCP
Evren Ulker-Kacar, DCP
Rohit T. Aggarwala, DEP
Kamar H. Samuels, NYC DOE
Ydanis Rodriguez, DOT
Dina Levy, HPD
Timothy Frye, LPC
Hilary Semel, MOEC
Emily Spokowski, MOEC
Heather Beck, NYCHA
Demetrius Crichlow, MTA NYCT
Emily Humes, NYC Parks
Celeste A. Ramirez, SCA

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SANITATION

■ NOTICE

Notice of Commercial Tipping Fee Rate Change for New York City Department of Sanitation Compost Facilities Effective September 1, 2026

In accordance with section 16-129.1 of the New York City Administrative Code and Chapter 22 of Title 16 of the Rules of the City of New York, new rates will be charged and collected by the Commissioner of the New York City Department of Sanitation (DSNY) from any person or entity depositing organic waste and/or yard waste at DSNY compost facilities, effective on September 1, 2026.

Commercial Entity	Fiscal Year 2026 Rate	Fiscal Year 2026-2027 CPI Increase	Fiscal Year 2027 Rate (Effective September 1, 2026)
Landscapers (Cubic Yard)	\$12.34	2.75%	\$12.67
Commercial Food Waste (Ton)	\$87.38	2.75%	\$89.78

Notes

- CPI information taken from Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U). All items in U.S. city average, all urban consumers, not seasonally adjusted U.S. city average
- Fiscal Year 2026 CPI numbers are from Fiscal Year 2025 (July 2024 - June 2025)
- Fiscal Year 2027 CPI numbers are from Fiscal Year 2026 (July 2025 - June 2026).

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CHANGES IN PERSONNEL

POLICE DEPARTMENT FOR PERIOD ENDING 05/22/26									
NAME	TITLE		NUM	SALARY	ACTION	PROV	EFF DATE	AGENCY	
MCCANN	JOHN	D	70210	\$55942.0000	RESIGNED	NO	05/12/26	056	
MCCARTHY JR.	EUGENE	F	7026D	\$204936.0000	RETIRED	NO	09/01/25	056	
MCCLENAHAN	JOHN	R	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MCCRAY	DAWN	A	70205	\$19.1400	APPOINTED	YES	05/08/26	056	
MCCULLOUGH	BRITTANY	D	52110	\$95211.0000	RESIGNED	NO	05/12/26	056	
MCDANIELS	DEVON	M	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MC FARLANE	DANAE	T	70260	\$135595.0000	PROMOTED	NO	03/16/26	056	
MCGINN	BRENDAN	T	70210	\$109352.0000	RETIRED	NO	09/01/25	056	
MCGINTY	STEPHANI	N	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MCGOVERN	MICHAEL	F	7021B	\$134819.0000	RETIRED	NO	08/26/25	056	
MCCRANE	CONOR	E	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MCCRANE	ERIC	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	

POLICE DEPARTMENT FOR PERIOD ENDING 05/22/26									
NAME	TITLE		NUM	SALARY	ACTION	PROV	EFF DATE	AGENCY	
MCGUIRE	DANIEL	F	70210	\$109352.0000	RETIRED	NO	08/30/25	056	
MCINTOSH	KENNETH	T	60817	\$58345.0000	RETIRED	NO	05/08/26	056	
MCLOUGHLIN	ANTHONY	F	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MC MULLEN	THOMAS	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MCNEELEY	JOHN	R	70210	\$109352.0000	RETIRED	NO	09/01/25	056	
MCPARLAND	KEVIN	J	91972	\$469.1400	RETIRED	NO	05/13/26	056	
MCPHERSON	CAMERON	A	70210	\$55942.0000	INCREASE	NO	04/26/26	056	
MEDEROS	DYLAN	Z	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MEDINA III	NEFTALI	7021A		\$119980.0000	RETIRED	NO	08/29/25	056	
MEDINAACHOA	JUAN	D	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MEJIA FUENTES	YOSIN	K	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MEJIA ULLOA	RANDY	R	70210	\$55942.0000	RESIGNED	NO	04/25/26	056	
MELLENDEZ	CHRISTIN	I	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MENDEZ	ALFONSO	70210		\$109352.0000	RETIRED	NO	08/10/25	056	
MEO	MARC	A	70235	\$96017.0000	PROMOTED	NO	12/10/25	056	
MERAN RAVELO	ANDRES	70210		\$55942.0000	APPOINTED	NO	04/22/26	056	
MERRILL	VICTORIA	A	7021D	\$119980.0000	RETIRED	NO	09/01/25	056	
METELIUS	CLARISSA	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
METOVIC	SABAHETA	1000B		\$103572.0000	DECREASE	NO	09/03/25	056	
MEYN	JUSTIN	F	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MEZA-MENDEZ	KAYLEEN	B	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MIA	MD	S	70205	\$19.1400	APPOINTED	YES	05/08/26	056	
MIAH	ALAMIN	70210		\$55942.0000	APPOINTED	NO	04/22/26	056	
MIAH	FOYEZ	70210		\$55942.0000	APPOINTED	NO	04/22/26	056	
MIAH	JAHANGIR	H	40510	\$67110.0000	RESIGNED	NO	05/10/26	056	
MIAH	MIZAN	70210		\$55942.0000	APPOINTED	NO	04/22/26	056	
MICELI	ROBERT	A	70210	\$109352.0000	RETIRED	NO	08/19/25	056	
MICELI JR	ANTHONY	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MICHAEL	SIANNA	K	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MICHEL	DANIEL	70235		\$114037.0000	PROMOTED	NO	05/01/26	056	
MICHEL	ISAIAH	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MIGA	ROBERT	W	70235	\$134819.0000	RETIRED	NO	08/29/25	056	
MIKHEAL	SAMANTHA	S	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MILLIGAN	MATTHEW	E	70210	\$109352.0000	RETIRED	NO	10/01/25	056	
MILNE	SCOTT	N	70260	\$154751.0000	RETIRED	NO	08/23/25	056	
MINDA PEREZ	ALEJANDR	C	70205	\$19.1400	APPOINTED	YES	05/08/26	056	
MING	DESEAN	R	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MIRANDA	ARACELIS	A	71022	\$65303.0000	INCREASE	NO	04/09/26	056	
MIRANDA JR	CARLOS	M	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MIRZA	YAHYA	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MITCHELL	DANIEL	G	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MOGHUL	DAWUD	H	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MOHAMMAD	ABID	S	70210	\$55942.0000	APPOINTED	NO	04/22/26	056	
MOLINA GUABA	KARLA	M	70205	\$19.1400	APPOINTED	YES	05/08/26	056	

MOLINARY	NELIDA	70205		\$19.1400	APPOINTED	YES	05/08/26	056
MOMPLAISIR	ROSE	I	70260	\$154751.0000	RETIRED	NO	10/01/25	056
MONCION	CHRISTIN	A	70235	\$125424.0000	PROMOTED	NO	05/01/26	056
MONESTINE	TYSON	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MONTALVO	ELIJAH	D	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MONTAS	RONALD	J	7021B	\$134819.0000	RETIRED	NO	09/01/25	056
MONTES	GABRIEL		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
POLICE DEPARTMENT FOR PERIOD ENDING 05/22/26								
TITLE								
NAME			NUM	SALARY	ACTION	PROV	EFF DATE	AGENCY
MONTES-COMUNIDA	JOHN	F	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MONWAR	GALIB		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOONEY	KAITLYN	N	70260	\$160941.0000	PROMOTED	NO	05/01/26	056
MOORE	ALSHANE	S	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORA	TYLER	D	70210	\$55942.0000	RESIGNED	NO	05/09/26	056
MORAL	PRIANGKA		70205	\$19.1400	APPOINTED	YES	05/08/26	056
MORALES	BRIAN	R	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORALES	FRANK	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORALES	JESSY	C	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORALES	JINNY		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORALES	MITCHELL	M	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORALES ESCAMILL	ERIK		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOREA	WILLIAM	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOREL	BRITTNEY	P	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOREL	YORDIN		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORGAN	DOUGLAS	B	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORKOS	ABANOB	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MORTIMER	JOHN	P	7021B	\$134819.0000	RETIRED	NO	09/30/25	056
MOSLEY	NATASHA	J	7021D	\$119980.0000	RETIRED	NO	09/01/25	056
MOSQUEA	JAYDEN	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOSS	SHAKUR	H	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MOYAJOSE	DANIEL		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUHAMMAD	AYESHA	N	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUHAMMAD	SHAHADAH		70205	\$19.1400	APPOINTED	YES	05/08/26	056
MULE	LAWRENCE	C	7026A	\$170234.0000	RETIRED	NO	08/29/25	056
MULLANEY	LAURA	M	70260	\$147351.0000	PROMOTED	NO	05/01/26	056
MUMTAZ	ZARMEEN		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUNIZ	ANNALISE	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUNIZ	CARMEN	L	70205	\$19.1400	RESIGNED	YES	05/08/26	056
MUNIZ	GLORIA	S	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUNOZ VINA	ELIESER		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MURDOCH	JACK	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MURILLO	ROBERT		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MURPHY	PATRICK	W	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MURTAT	ALEEM		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUSA	FATEHALL	R	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
MUZAFAR	SAMEER	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NABIL NAGIB	KEROLOS	S	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NABILA	JANNATUN		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NADER	FARID	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NADER	THIERRY		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NAH	DANIEL	M	70260	\$135595.0000	PROMOTED	NO	03/16/26	056
NAHAR	STEPHEN	N	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NAKKEN	TYLER	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NASIM	MONSUR	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NATH	SMITA		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NEEDHAM	SEAN	P	70260	\$135595.0000	PROMOTED	NO	03/16/26	056
NEGLIA III	FRANK		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NELSON	SHAMAR	E	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NELSON	TROI		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NERO-WILLIAMS	MICAH	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
POLICE DEPARTMENT FOR PERIOD ENDING 05/22/26								
TITLE								
NAME			NUM	SALARY	ACTION	PROV	EFF DATE	AGENCY
NEUPVILLE	STEPHAN	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NEVILLE	WILLIAM	C	7021D	\$119980.0000	RETIRED	NO	08/24/25	056
NG	CHRISTOP	M	7023B	\$143045.0000	PROMOTED	NO	02/27/26	056
NGO	RUDY		71652	\$60856.0000	RETIRED	NO	05/06/26	056
NIEVES	JAYDIN	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NIEVES	KYLE	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NING	NICHOLAS		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NOBLE	LATOYA	A	71012	\$53309.0000	DISMISSED	NO	04/10/26	056
NOEL	DOMINIC	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NORBERG	JUDE	J	70260	\$154751.0000	RETIRED	NO	08/21/25	056
NOSA	MARVELLO		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NOUIRA	DALIA	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NUNEZ	ANDREW		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NUNEZ	CRYSTAL	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NUNEZ CASTRO	RAYMOND		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
NUNEZ ESTEVEZ	ASHLY	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
O'BRIEN	ANTHONY		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OBRIEN	BRENDAN		7021C	\$154751.0000	RETIRED	NO	08/26/25	056
OCAMPO MORENO	ROLANDO		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
ODDMAN	KEVIN	L	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OLIMJONOV	MASHHURJ		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OLIVO	JOEL	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OLMO	CHELSEA	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OMOR	MOHAMMED	A	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
ONEILL	KIERAN	J	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
ONOFRE HERRERA	ANDREA		70210	\$55942.0000	APPOINTED	NO	04/22/26	056
ONWUMAEGBU	JOEL	K	70210	\$55942.0000	APPOINTED	NO	04/22/26	056
OPRE	ELVIR		70210	\$55942.0000	APPOINTED	NO	04/22/26	056